

# In the Pines-Part III

An Atlas of Michigan Logging Railroads

In the Pines-Part III



by James S. Hannum, M.D.

Illustrated by Carol B. Hannum









Part of Official Railroad Map Showing Steam and Electric Lines of the State of Michigan Compiled by the Authority and Under the Supervision of the Michigan Railroad Commission January 1908 from Archives of Michigan



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The Upper Peninsula

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**In the Pines-Part III**  
**An Atlas of Michigan Logging Railroads**  
**The Upper Peninsula**

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Cover image: Hancock & Calumet Railroad Engine #8 named *Delaware*  
The locomotive approaches the Mineral Range Railroad Diamond at Osceola, south of Calumet, Michigan  
Courtesy of the Houghton County Historical Society, John F. Campbell Collection

Maps in front and back-end papers are from *Official Railroad Map Showing Steam and Electric Lines in the State of Michigan Compiled by the Authority and Under the Supervision of the Michigan Railroad Commission January 1908*



# Preface

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This book follows the same general format as its two predecessors: In the Pines, An Atlas of Michigan Logging Railroads and In the Pines – Part II, An Atlas of Michigan Logging Railroads. It covers the Upper Peninsula of Michigan.

LiDAR (Light Detection and Ranging) technology is a tool which became available to me while this volume was being prepared. Information regarding access to that resource is given in **Introduction. Revised Maps of Lower Peninsula Counties** presents maps of selected counties covered by the two previous volumes. These were made for territory where the addition of high-resolution LiDAR information allows significant accuracy enhancement.

James S. Hannum, M.D.

# Introduction

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Understanding how this book has been prepared and organized will increase its utility. Logging railroads of Michigan's Lower Peninsula were the subject of the first two books in this series. Some of the early logging lines in the Upper Peninsula came into use at about the same time as those in the Lower Peninsula. Many of them were tasked with providing timbers for the mining industry during the 1870s and 1880s.

Pine timber was present in the Upper Peninsula but frequently it was not found in the dense stands that existed in the Lower Peninsula. Michigan History Studies presents a map showing the distribution of pine and hardwoods at the web site <http://www.michigan-history.org/lumbering/LumberingBriefHistory.html>. Some Lower Peninsula loggers relocated to the northern part of the state as the pine below the Straits ran out. Others came to the Upper Peninsula from Wisconsin and Minnesota. Eventually, even the Upper Peninsula timber was exhausted; many loggers moved on to far western states, as well as southern states such as Mississippi, Alabama, and Georgia.

Chapter 1 of In the Pines-Part III, An Atlas of Michigan Logging Railroads-The Upper Peninsula describes common carrier railroads in that part of the state. Chapters 2 through 16 cover single counties and describe the railroads found primarily within that geographic area. If a line extended into more than one county, it will be covered in the chapter from which its main operation was conducted. An attempt has been made to keep the color designation of each railroad the same in all chapters where it appears.

Maps for each county are located at the beginning of Chapters 2 through 16. Some counties are represented by two or three maps. These include all railroad grades that have been identified with reasonable certainty. Where

uncertainty exists, it is indicated by use of a thinner line with spherical bumps added along the course of the line.

Schoolcraft County is a special case. The map containing the northern part of that county is found at the beginning of Chapter 2, in the map labelled Alger-East and Schoolcraft-North.

It should be noted that a colored line seen on a map signifies only that a grade existed there; it does not necessarily indicate which entity constructed it. In a few instances, there may be a question as to whether the right-of-way was even used at all (perhaps it was graded but not ironed).

Some names of railroads are abbreviated in descriptions and on maps. A key to the abbreviations can be found in **Abbreviations**.

The base maps used in Chapter 1 are part of the 1926 US Geological Service Topographical Index map of Michigan. In the year 2020, it can be accessed at <http://www.lib.utexas.edu/maps/topo/indexes/txu-pclmaps-topo-mi-index-1926.jpg>. The background maps for individual counties come from the 1954 Department of Conservation atlas of Michigan, which is listed in **Bibliography**. Those maps reveal many abandoned railroad grades, relying in part on base maps produced for various counties in the 1930s. Unfortunately, the 1954 maps usually did not label abandoned rights-of-way with information about the organization that built or operated it.

We are fortunate in the twenty-first century to have several online sources for historical Michigan maps. They include: the Archives of Michigan Map Collection, in Michiganology. In 2020, this can be accessed at [https://michiganology.org/uncategorized/deliverableUnit\\_](https://michiganology.org/uncategorized/deliverableUnit_)



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a76a4f61-347c-4bae-b78d-e164b60a6fb6/?page=1&per\_page=18&hh\_cmis\_filter=xip.toplevelcollection/38bfde60-8c23-4282-bc65-d7c5e16a528a; the map collection of the University of Alabama, at <http://alabamamaps.ua.edu/index.html>; the Perry-Castaneda Library Map Collection of the University of Texas, at <http://www.lib.utexas.edu/maps/>; maps offered for sale by Murray Hudson, at <https://www.antiquemapsandglobes.com/index.php>; and maps sold by David Rumsey, at <http://www.davidrumsey.com/view/atlases>.

Older topographical maps of Michigan, many of which show abandoned railroad grades, can be viewed and downloaded at: <http://nationalmap.gov/historical/>.

Aerial photographs, made ca. 1938, of all Michigan counties are available at the Michigan State University Remote Sensing & GIS Aerial Imagery Archive, in the Geography Building at East Lansing, Michigan. The images from many of these counties can now be viewed online at: <https://earthexplorer.usgs.gov/>. More recent aerial photographs from 1992 and 1998, (exhibiting significantly higher resolution than the 1938 images) are available online from the Michigan Department of Natural Resources, at: <http://midnr.maps.arcgis.com/apps/webappviewer/index.html?id=393b23c3da1f460f9129527305fd15e0>. Unexpectedly, these photographs from the 1990s often show abandoned grades that cannot be appreciated in the 1938 shots. Frequently, this is due to the newer images being obtained when leaves were not present in forested land.

LiDAR (Light Detection and Ranging) technology is now available for assessing ground contours in many parts of Michigan. Where high-resolution images have been made, visible features are frequently more precise than old aerial photographs in determining the course of an abandoned grade. In 2020, these images can be accessed at: <https://viewer.nationalmap.gov/advanced-viewer/>.

Two invaluable, non-cartographical references are also available via the internet: the yearly Annual Report of the Michigan Railroad Commission for the years 1872-1918, at <http://catalog.hathitrust.org/Record/003931269>;

and the 1919 book Aids, Gifts, Grants and Donations to Railroads Including Outline of Development and Succession in Titles to Railroads in Michigan, at <http://babel.hathitrust.org/cgi/pt?id=mdp.39015071264181;view=1up;seq=7>.

No list of historical resources would be complete without mentioning the exhaustive treatment devoted to the topic of Michigan railroads by Graydon M. Meints, Forrest B. Meek, and Carl J. Bajema. Works by those authors can be found in **Bibliography**. Others who have contributed information, valuable insight, and mapping for this project include Mike Delaney, James H. Harlow, Kevin Springsteen, Greg Bunce, and Bruce Sargeant.



From Michigan History Studies

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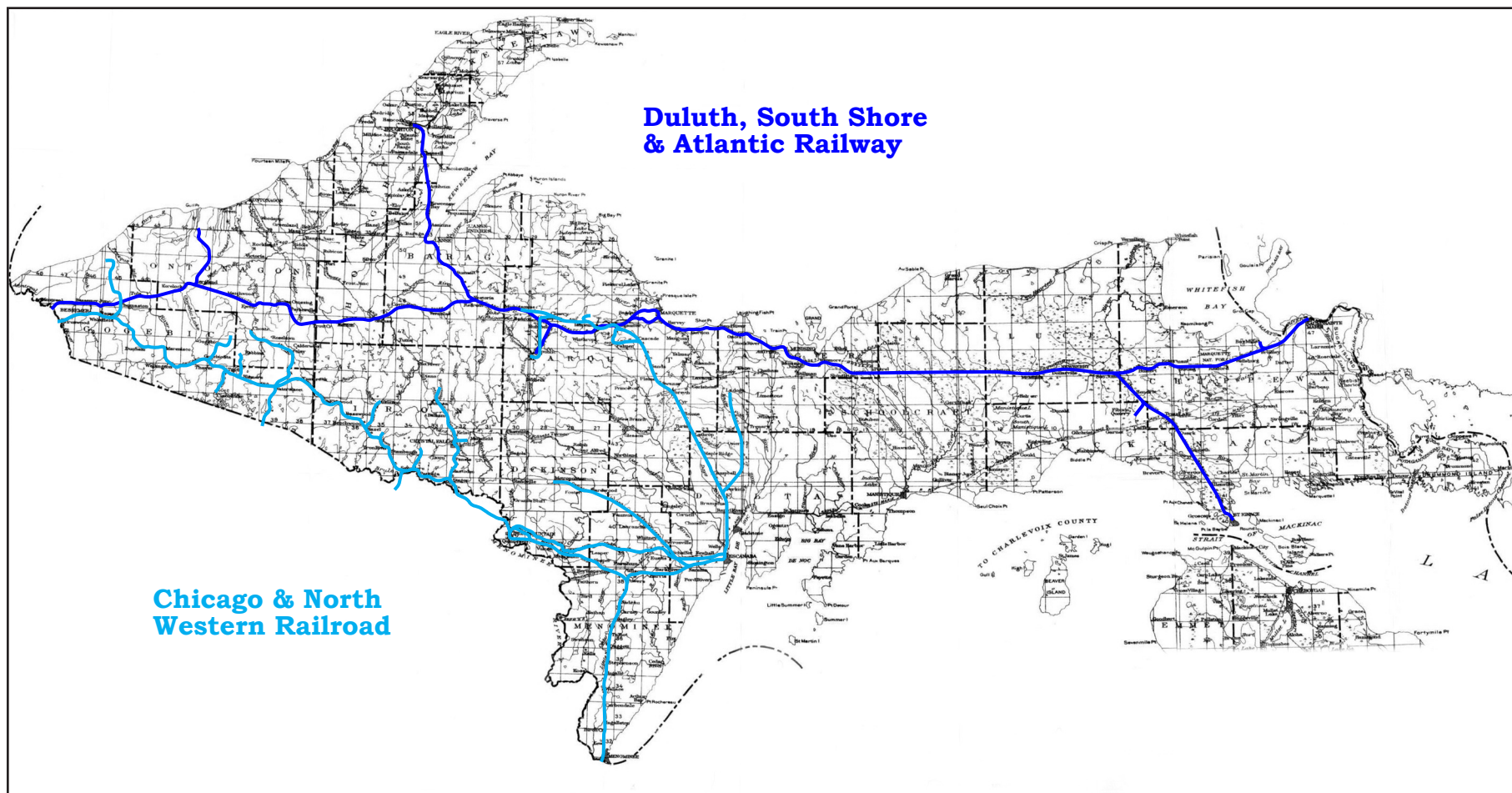
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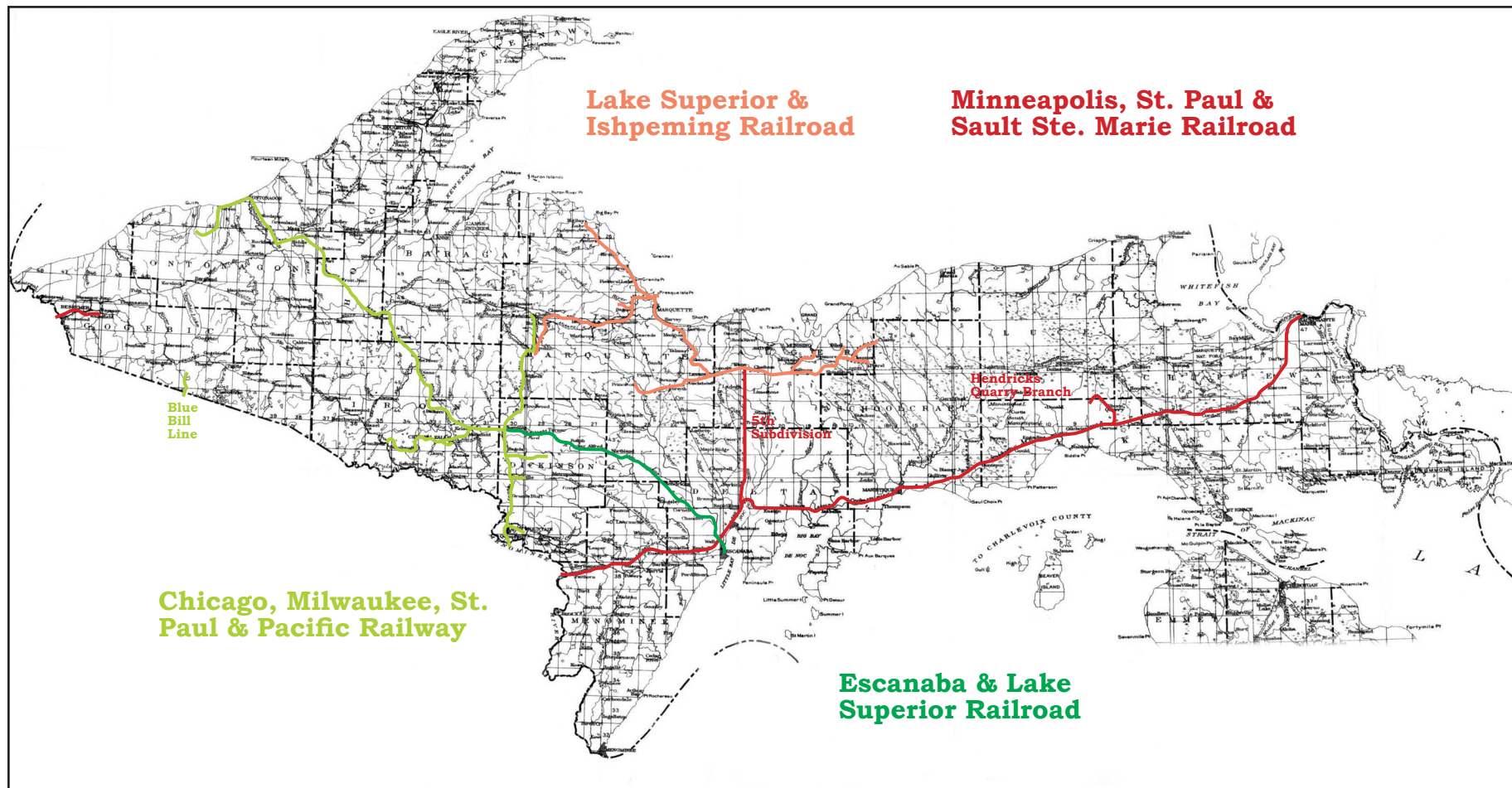


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Upper Peninsula Common Carrier Railroads-I



Upper Peninsula Common Carrier Railroads-II



# Chapter 1

## Common Carrier Railroads

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Michigan Railroad Lines, by Graydon M. Meints, presents an exhaustive study of branch lines and spurs built by common carrier railroads that operated in Michigan's Upper Peninsula. Information available therein includes date of construction and abandonment, station names, and succession of ownership. Those data will not be repeated here. Two maps at the beginning of this chapter show the mainline and major branch lines of these railroads. The Chicago & North Western Railroad (C&NW) and the Duluth, South Shore & Atlantic Railway (DSS&A) appear on the first map; the second depicts the Chicago, Milwaukee, St. Paul & Pacific Railroad (CMSP&P), the Lake Superior & Ishpeming Railway (LS&I), and the Minneapolis, St. Paul & Sault Ste. Marie Railway (MSP&SSM).

The forerunner of the Upper Peninsula portion of the **C&NW** came into existence on 3 February 1862 with the incorporation of The Peninsular Railroad. Construction of that line, between Escanaba and Negaunee, was finished in September 1864; it was merged into the C&NW 21 October 1864. Over the next two decades, several additional railroads were folded into the C&NW.

The Menominee River Railroad began operating from Powers (in Menominee County) to Quinnesec (in Dickinson County) in 1877; by 1882, its track had reached as far west as Crystal Falls (in Iron County). The line was merged into the C&NW 1 July 1882.

The Escanaba & Lake Superior Railway (a line distinct from another, more widely known Escanaba & Lake Superior Railway, which was incorporated in 1898) was finished between Narenta (in Delta County, west of Escanaba) and Metropolitan (in Dickinson County) in 1882; it was also merged into the C&NW 1 July 1882.

The Iron River Railroad commenced operations 1 September 1887 between Iron River (in Iron County) and Watersmeet (in southeast Gogebic County); the Iron Range Railroad was placed in service 10 August 1888, connecting Ishpeming and Republic (both located in Marquette County); these two lines were sold to the C&NW 10 June 1889.

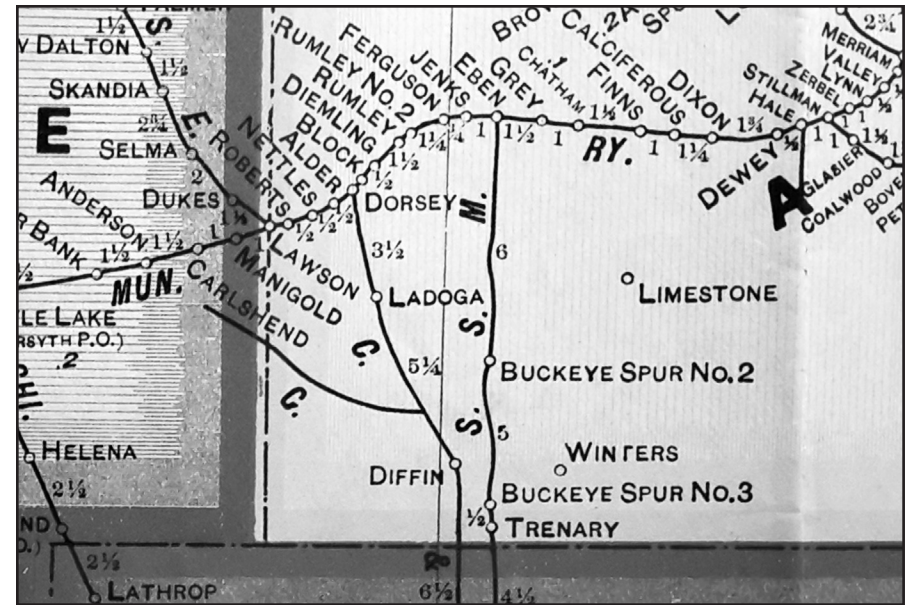
The Paint River Railroad was incorporated 28 May 1890 and went into operation in 1891; it led north from Crystal Falls (in Iron County) and served the Hemlock Mine (also in Iron County). The C&NW bought it 4 June 1891. The C&NW leased the Escanaba, Iron Mountain & Western Railroad on 15 May 1891; it began operations in 1891 with an eastern terminus at North Escanaba (in Delta County) and a western terminus at what later became Loop Line Junction (on the northeast side of Lake Antoine, in the southwest part of Dickinson County).

The Milwaukee, Lake Shore & Western opened its line 23 September 1883 between the Wisconsin state line and Watersmeet. It was extended, in 1884, from Watersmeet to Ironwood. That railroad was bought 19 August 1893 by the C&NW.

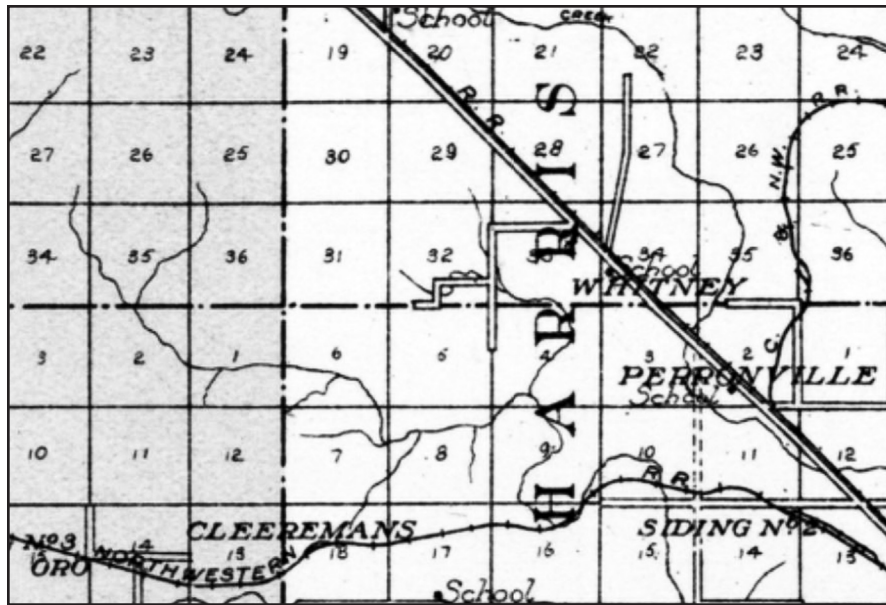
Over the years, gaps between these various segments were filled in with new construction and numerous spurs were incorporated into the C&NW system. One line, proposed in 1864, was to link the Peninsula Railroad mainline (at Harvey Station) with the recently founded village of Harvey, on Lake Superior. The village was named for Charles Thompson Harvey, who previously had been superintendent for the construction of the American locks and canal at Sault Ste. Marie. Harvey desired to bring iron ore from the Jackson Mine, near Negaunee, to the village of Harvey, where he had built charcoal kilns. Although this Harvey Branch was graded, rail was not placed and thus, the branch was never operational.

Another smaller branch is seen in Figure 1-1, which is part of the 1912 Standard Atlas of Menominee County. It left the mainline at Perronville (see the Menominee-North map) on the Metropolitan Branch and may have entered Delta County. In Alger County, a sub-branch left the Whitefish Branch between Diffin and Ladoga and travelled west, into Marquette County. It could not be located with certainty using LiDAR aerial imagery, but is illustrated by Figure 1-2, which is part of Cram's 1908 *Michigan*.

The Michigan Verde Antique Marble Company received a C&NW branch serving its quarry located in Section 30, Township 48 North, Range 27 West. The July-December issue of *Stone* reports "A contract has been awarded for the grading of a branch from the Chicago & Northwestern Railway to the quarry of the Michigan Verde Antique Marble Company at Ishpeming, Michigan." Figure 1-3 is an image of one of the quarry's engines.



1-2 1908 A Sub-Branch of the Whitefish Branch



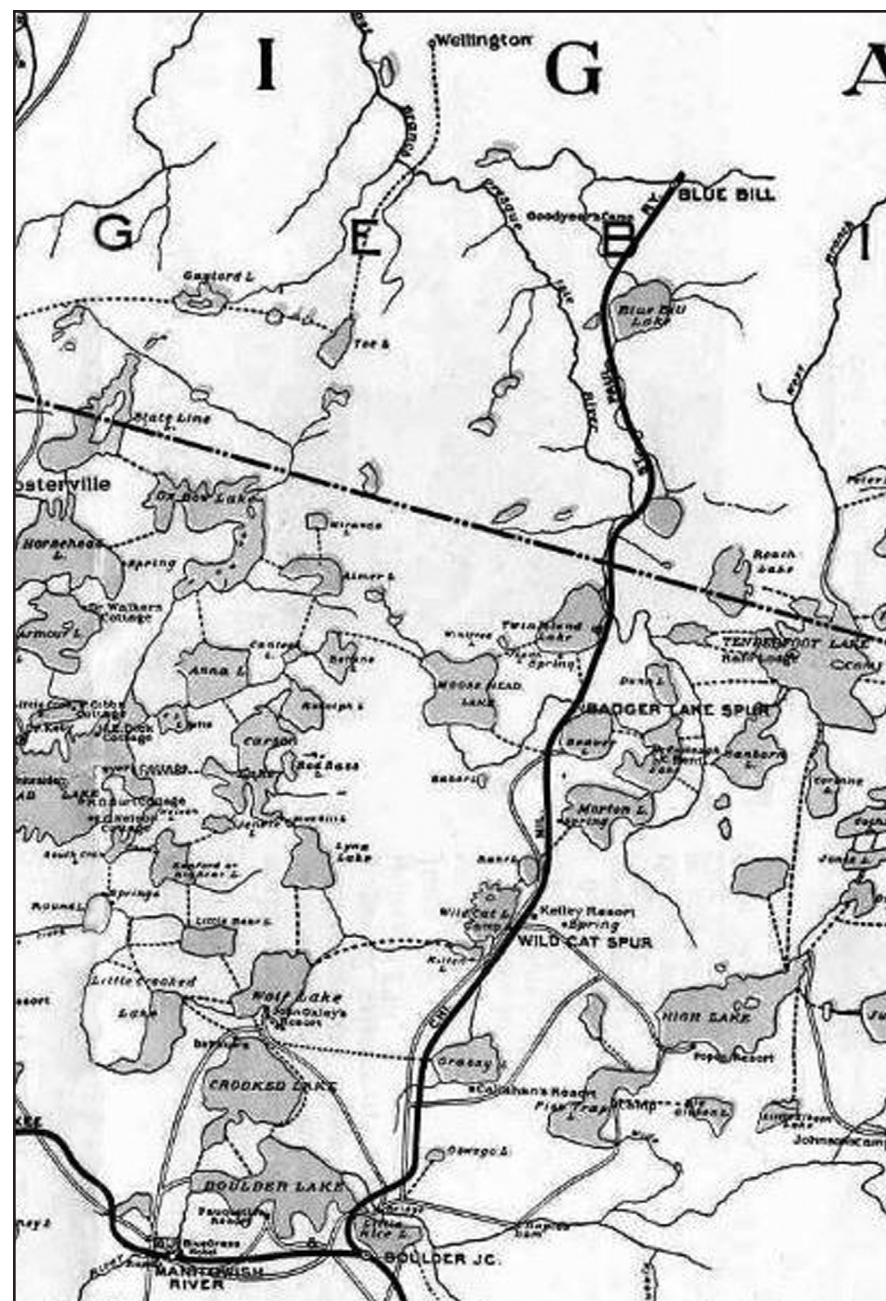
1-1 1912 C&NW Branch at Perronville



1-3 Michigan Verde Antique Marble Company Engine



The forerunner of the line known popularly as **The Milwaukee Road** (CMSP&P) was incorporated in Wisconsin 11 February 1874 as the Chicago, Milwaukee & St. Paul Railway. It achieved control over the Milwaukee & Northern Railroad in September 1890 and bought that carrier outright 23 June 1893. That acquisition gave The Milwaukee Road a right-of-way from the Wisconsin state line to Channing, in Dickinson County. Also included were lines from Channing to both Champion and the City of Ontonagon. The Ontonagon line was later extended to White Pine.



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The **Duluth, South Shore & Atlantic Railway** (DSS&A) came into existence as an amalgamation of numerous pre-existing lines in several Upper Peninsula counties. The history of those predecessors, in Marquette County, is a complex narrative that involves the Iron Mountain Rail Road, the Bay De Noquet & Marquette Rail Road, the Marquette and Ontonagon Railway, the Marquette and Ontonagon Railroad, the Marquette, Houghton & Ontonagon Railroad, and the Marquette & Western Railroad.

The Iron Mountain Rail Road (IM) was the first all-steel rail line constructed in the Upper Peninsula. It was incorporated in 1855 and, in the same year, another group formed the Iron Mountain Railway. Both lines proposed to connect the City of Marquette with iron mines around Negaunee. The Iron Mountain Railway, using rails made from strap iron on wooden rails, went into operation before the IM.

The IM began carrying iron ore between Marquette and Ishpeming in August 1857. The Iron Mountain Railway apparently faded into oblivion. Figure 1-5 is part of the 1873 *Map of the Central Upper Peninsula, Michigan*, by T. B. Brooks. In December of 1858, the IM was sold to the Bay De Noquet & Marquette Rail Road (BDN&M). Figure 1-5 shows the route used by the owners of that right-of-way. The BDN&M also appears in Figure 1-6, which is part of *New and Correct Sectional Map of the Iron Silver Lead & Gold Region, Lake Superior Michigan*. That map was prepared from data obtained before 1 July 1864. Much of the eastern part of this grade near Marquette is occupied now by Brookton Road, and farther west, by County Road 492.

Although the Marquette and Ontonagon Railway was incorporated in 1857, it did not begin operating until July 1865. It never actually entered Marquette. It began at Winthrop Junction, southwest of Ishpeming, and had its western terminal at Lake Michigamme. Michigan Railroads & Railroad Companies notes that it was sold (the date is uncertain) to another corporate entity, the Marquette and Ontonagon Railroad (M&ORR).

The amended (in April 1871) charter of the M&ORR indicates that it had acquired the BDN&M. Entries in Marquette County Deed Book L, pages 280 and 470, indicate that the M&ORR had surveyed and staked out a new right-of-way to the west of Marquette. This is the “New Line” visible in Figure 1-5. Thereafter, much of the original IM grade, between Marquette and Negaunee, was abandoned. Only the new right-of-way appears in the Marquette County map which appears in Tackabury’s 1873 Atlas of the State of Michigan (not reproduced here).

The M&ORR and the Houghton & Ontonagon Railroad were merged in May 1872, becoming the Marquette, Houghton & Ontonagon Railroad (MH&O). The Marquette and Western Railroad was incorporated in October 1883. It had completed its own line between Marquette and Ishpeming in June of 1884. All of it was situated south of the MH&O. The MH&O leased the Marquette & Western Railroad in 1885.

The DSS&A came into being 22 December 1886. It was incorporated as a consolidation of the Mackinaw & Marquette Railroad, the Sault Ste. Marie & Mackinac Railroad, and the Duluth, Superior & Michigan Railroad (a non-Michigan corporation). On that date, the new corporation assumed ownership of a line between St. Ignace and L’Anse, and certain connecting branches. The DSS&A leased the MH&O on 15 February 1887. The combined DSS&A-MH&O right-of-way was completed 16 September 1888 from Sault Ste. Marie to the Wisconsin state line. The DSS&A bought the MH&O on 17 July 1890 and merged it into the DSS&A system.

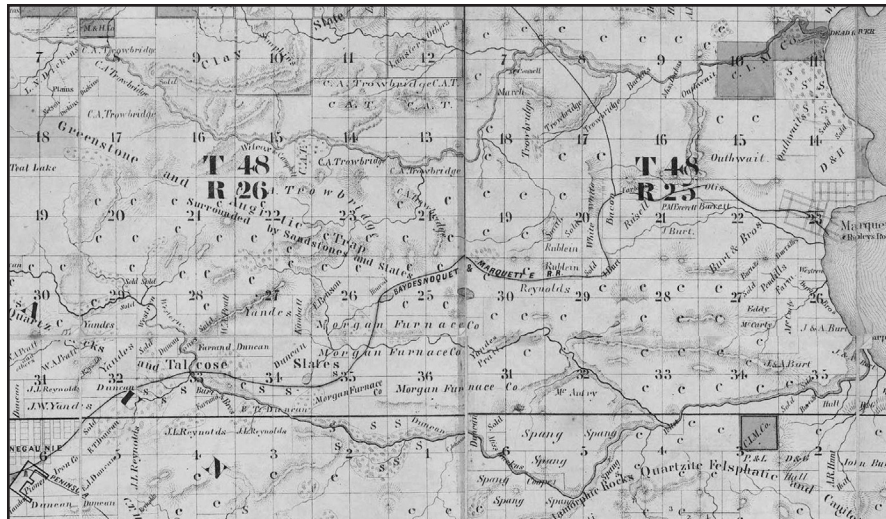
Meanwhile, the DSS&A came under control of the Canadian Pacific Railway about 1888. Figure 1-7 is courtesy of the Archives of Michigan and the Olson Library at Northern Michigan University. It is part of a map drawn in 1917 and titled *Ayer and Longyear Lease*. It can be accessed at [https://archives.nmu.edu/CCI/Maps/Drawer%2020/Folder%202/32\\_20\\_2\\_6.jpg](https://archives.nmu.edu/CCI/Maps/Drawer%2020/Folder%202/32_20_2_6.jpg). The map shows DSS&A and Lake Superior & Ishpeming Railroad grades in Sections 25, 26, 34, 35, and 36 of Township 48 North, Range 25 West, in Marquette County.





1-5 1873 Map of the Central Upper Peninsula, Michigan

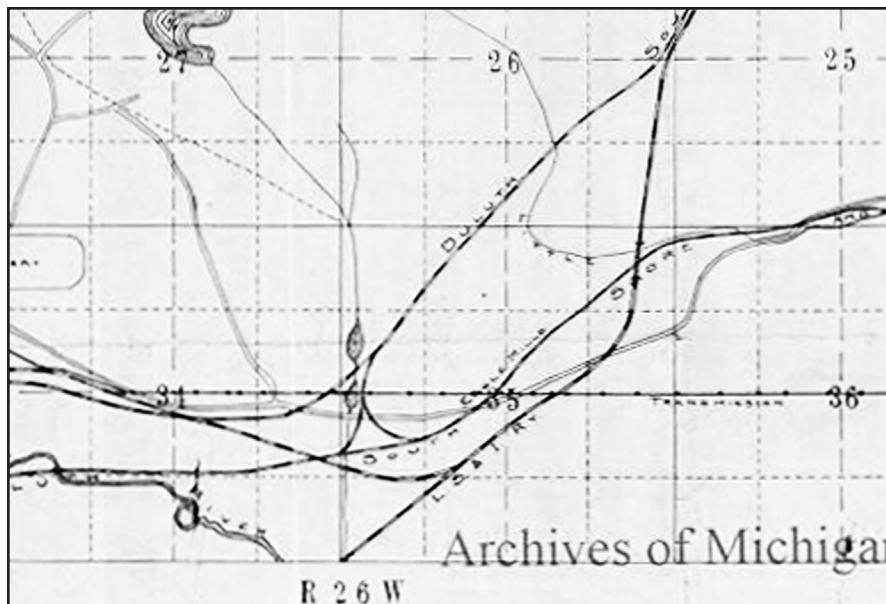




1-6 Circa 1864 Map Showing the BDN&M

The DSS&A was consolidated with the Mineral Range Railroad on 1 November 1949. A merger agreement was signed on 15 March 1960 with the MSP&SSM, as well as the Wisconsin Central Railroad. The consolidated lines became the Soo Line Railroad.

The DSS&A had two major and many minor branch lines. The Republic Branch in Marquette County was built in 1872 by the Marquette, Houghton & Ontonagon Railroad. A second major branch led to a mine at White Pine, in Ontonagon County. It was completed in 1953; the northern portion of it reused an abandoned Milwaukee Road right-of-way to White Pine, while farther south, it was constructed over part of a former Bergland Lumber Company railroad grade. One smaller branch originated from the mainline at Brimley, in Chippewa County, and crossed Waиска Bay to reach Bay Mills. It can be seen in Figure 1-8, which comes from Hixon's 1917 *Michigan-Northern*. Construction of this branch began in 1891; the last portion of it was removed in 1905. Figure 1-9 is a 1911 image of DSS&A engine #306, from the Claude Stoner Collection at the Bentley Historical Library.



1-7 1917 DSS&A and LS&I Lines in T48N-R25W



1-8 1917 Bay Mills on Hixon's *Michigan-Northern*



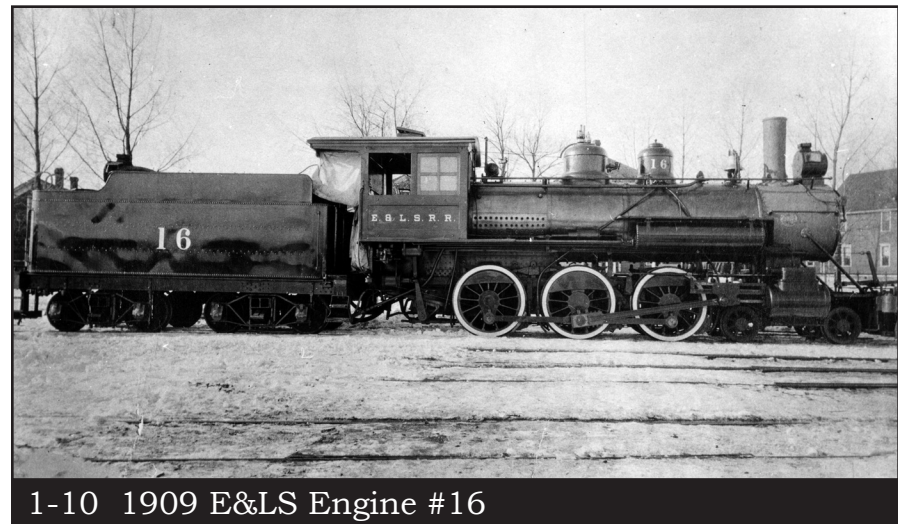
Isaac Stephenson was the driving force behind construction of the **Escanaba & Lake Superior Railroad**. The Escanaba & Lake Superior Railway was incorporated 17 November 1898 and reincorporated 9 February 1900 as the Escanaba & Lake Superior Railroad (E&LS). The line was finished late in 1900 between Wells (north of Escanaba, in Delta County) and Channing (in northwestern Dickinson County). An extension into Escanaba, proper, was completed in 1901. The railroad operated as a bridge line for the Chicago, Milwaukee, St. Paul & Pacific Railroad (CMSP&P) between Channing and the Escanaba ore docks, cutting fifty miles off the previously used CMSP&P routing between those points. The 1910 and 1915 issues of American Lumberman's Register of Sawmill Equipment list the E&LS as an auxiliary of the Isaac Stephenson Company. By 1917, some of the E&LS logging branches may have been operated as an organization separate from the ore-hauling mainline, for Southern Lumberman's Directory for that year, and again in 1924, mentions that the Stephenson Company had a "logging road" comprised of just 20 miles of track. Figure 1-10 is a 1909 photograph of Engine #16, courtesy of the Bentley Historical Library.

A major E&LS branch line went into service in 1902. It originated from the mainline in Marquette County, at Northland, and reached Gleason. In 1903, an extension of this branch cut across the northeast corner of Dickinson County, eventually reentering Marquette County at Kates. An extensive system of logging branches led west and north from Kates. From Gleason, another 1903 extension was built north and slightly east, toward Austin. The 29 January 1914 *Escanaba Daily Press* reports that this right-of-way had been graded as far as a point approximately three miles southeast of Princeton. However, a historical article in the 13 July 1939 issue of the same paper discloses that track was never laid as far as Princeton.

The Ford River Branch (earlier called the White Branch) existed at least as early as 1903. Figure 1-11, part of Rand, McNally & Company's 1903 *Michigan*, indicates that the branch terminated at Golden, in Menominee County. Figure 1-12, from the 1905 version of Rand,



1-9 1911 DSS&A Engine #306



1-10 1909 E&LS Engine #16





1-11 1903 Ford River Branch to Golden, Michigan



1-12 1905 Rand, McNally & Company's *Michigan*

McNally & Company's *Michigan*, indicates a different location for Golden. The Ford River Branch originated in Delta County at Woodlawn and is described in the 1910 Annual Report of the Michigan Railroad Commission. It was 12.72 miles long and terminated that year at Camp 5. Figure 1-13 displays this branch on Cram's 1911 *Map of Michigan*. The branch is also included in Bowen's 1916 *Michigan State Atlas*, part of which is seen in Figure 1-14. Figures 1-15 and 1-16 are 1953 aerial photographs which display remnants of the branch on the border between Delta and Menominee Counties. Figure 1-15 shows the region around the south end of Cedardale 28<sup>th</sup> Road. Figure 1-16 captures an image of the area immediately west of Figure 1-15.

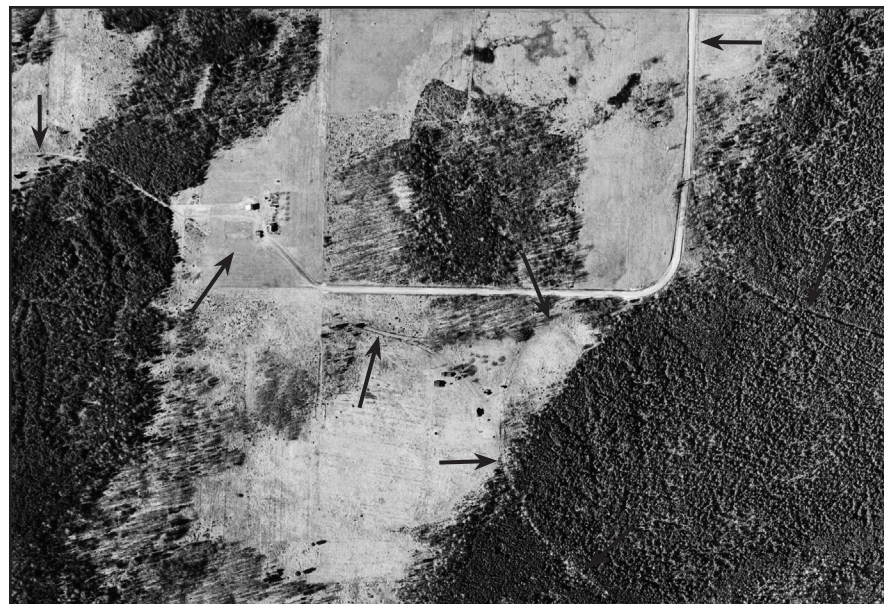
The Ralph Branch was installed in 1909 and the Turner Branch in 1911-12. Both originated in Dickinson County. The Turner Branch originated at Turner Junction, approximately one mile west of the Turner community. In Delta County, operations on the Hendricks Branch commenced in 1915; it led north, into Marquette County and was extended to Boney Falls Dam in 1920. The E&LS had contemplated building a branch to Boney Falls Dam as early as 1901, but the branch was not constructed until many years later; the 6 April 1901 issue of Escanaba's *The Iron Port* reports "Surveys for the extension of the Escanaba & Lake Superior road, from its present terminus, to Boney Falls, a distance of 15 miles, were commenced this week. . . It is the intension of the officers of the E. & L. S. to develop the enormous water power at Boney Falls, and within another year, a mammoth paper mill, to utilize this power, will be erected by the corporation which controls the railroad." Though not actually constructed, that surveyed branch can be seen, heading north from White, in Figure 1-11.

In Marquette County, the Mashek Branch was placed in service in 1918. Various Cram maps display other rights-of-way coming from the E&LS mainline. Figure 1-17 is a 1902 map that suggests a grade leading south from Watson, in Marquette County. It was called a "logging spur" in an article published in the 9 June 1900 Escanaba *The Iron Port*. Page 528 of the 27 July 1900 *Railroad Gazette* suggests that it was a ten-mile branch to Wesley (which would have been in Menominee County).

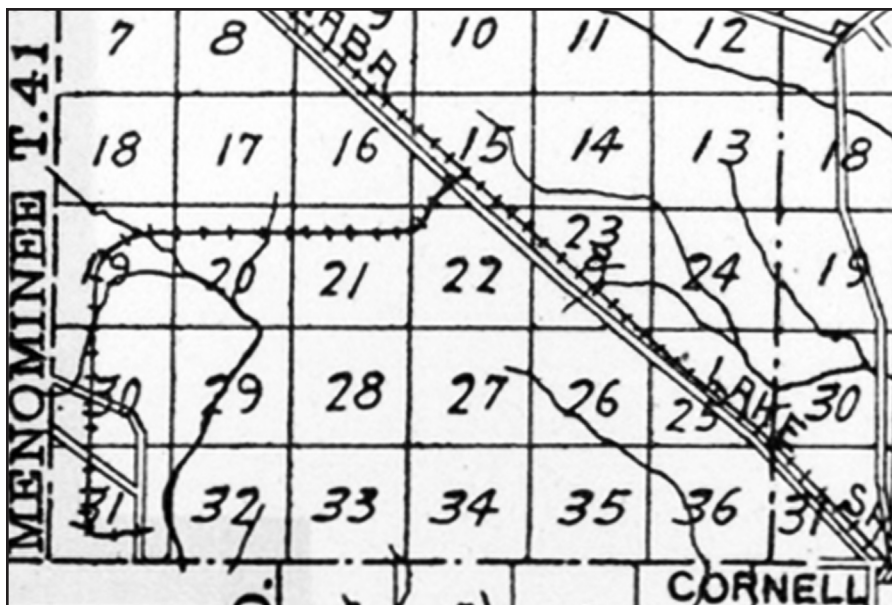




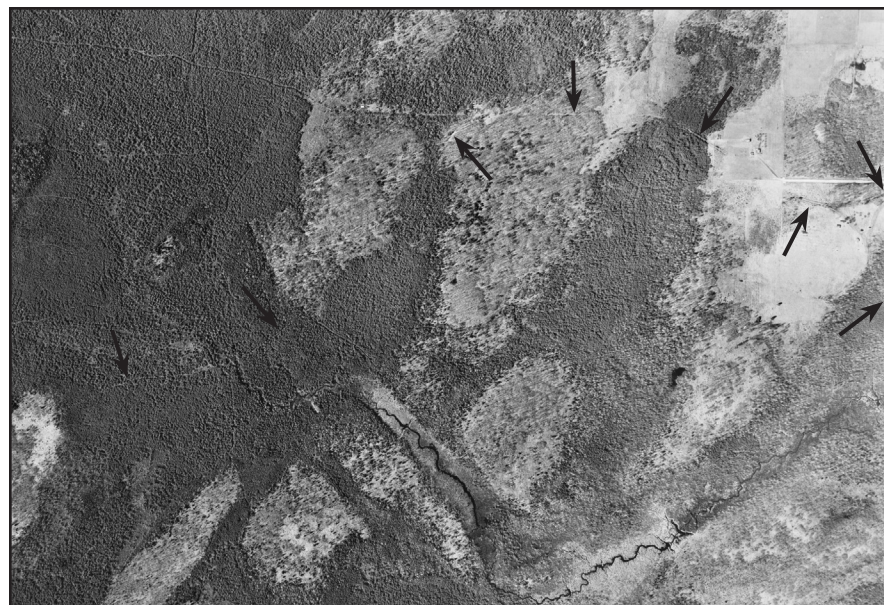
1-13 Cram's Map of Michigan



1-15 1953 Aerial-South End of Cedardale 28th Road



1-14 1916 Ford River Branch from Bowen's Atlas



1-16 1953 Aerial of Area West of Figure 1-15



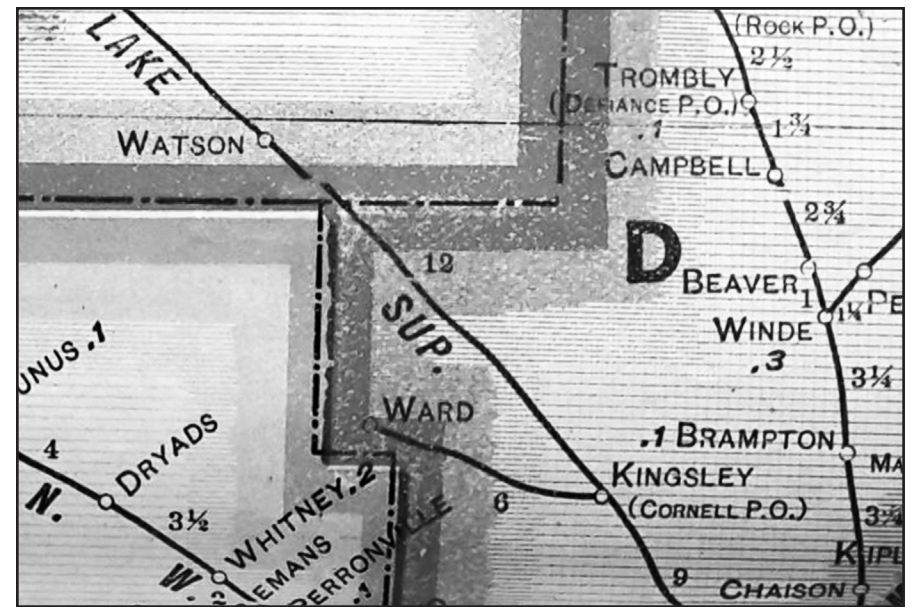
Figure 1-17 shows another branch that headed northwest from Cornell, in Delta County, to a community designated as Ward. Figure 1-18 is from a 1904 map which provides another perspective on the segment of track that originated at Cornell. Figure 1-19 is part of a map provided by Greg Bunce. Several E&LS branches are visible.

Following bankruptcy of the CMSP&P, the E&LS began operating some of that railroad's Michigan lines after their purchase 29 September 1980. Some of the former CMSP&P routes were subsequently sold to the State of Michigan: the Channing to Ontonagon line, in September of 1982, and that from Channing to Iron Mountain in July 1983. The E&LS remains an active operating line.

The Lake Superior & Ishpeming Railway (LS&I) was incorporated 17 February 1893. The owners planned to connect the Marquette region with Ishpeming and the nearby iron mines. The line commenced operating 12 August 1896 from Presque Isle, north of Marquette, to Ishpeming. Sometime later, the Cleveland Cliffs Iron Company assumed control of the railroad. The LS&I charter was amended 17 August 1923, renaming it the **Lake Superior & Ishpeming Railroad**, and consolidating it with the Munising, Marquette & Southeastern Railway (MM&SE), a line previously operated (until November 1905) by the Munising Railway. Figure 1-20 is a circa 1900 photograph of MM&SE engine #32, courtesy of the Claude Stoner Collection of the Bentley Historical Library. The Munising Railway had built the forerunner of what would later become be the LS&I's East Branch; it led east from Stillman and terminated at Acker. Placed in service in November 1898, the eastern 0.5 mile (at Acker) of that branch was removed in 1902, when the East Branch was extended to Petrel and Ethel. See Figures 16-3, 16-5, and 16-6 in chapter 16 (Schoolcraft County), under the Manistique & Lake Superior Railroad. Figure 1-21 is a map made after the LS&I was consolidated in 1923.

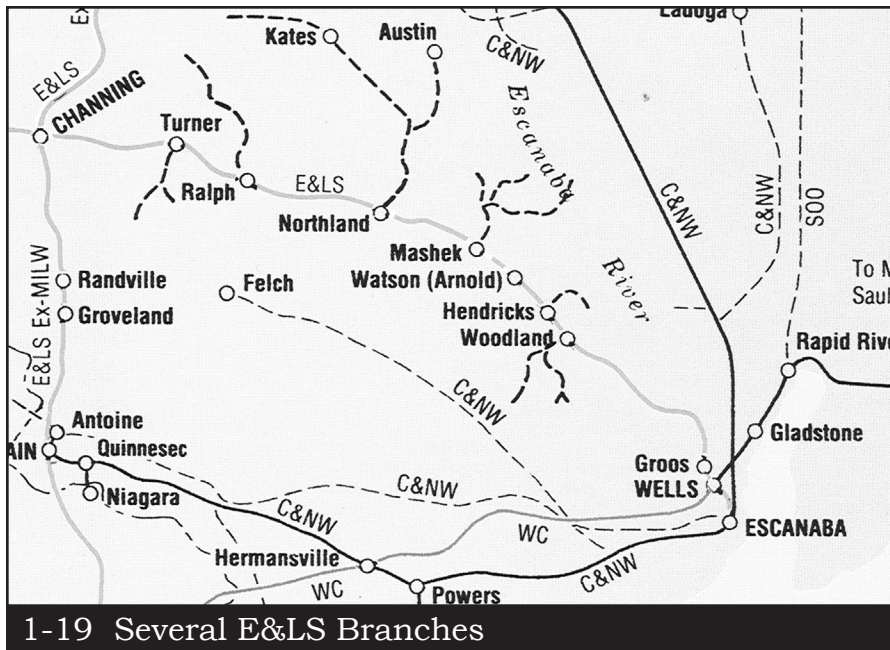


1-17 1902 Cram's *Michigan-E&LS Branch at Watson*

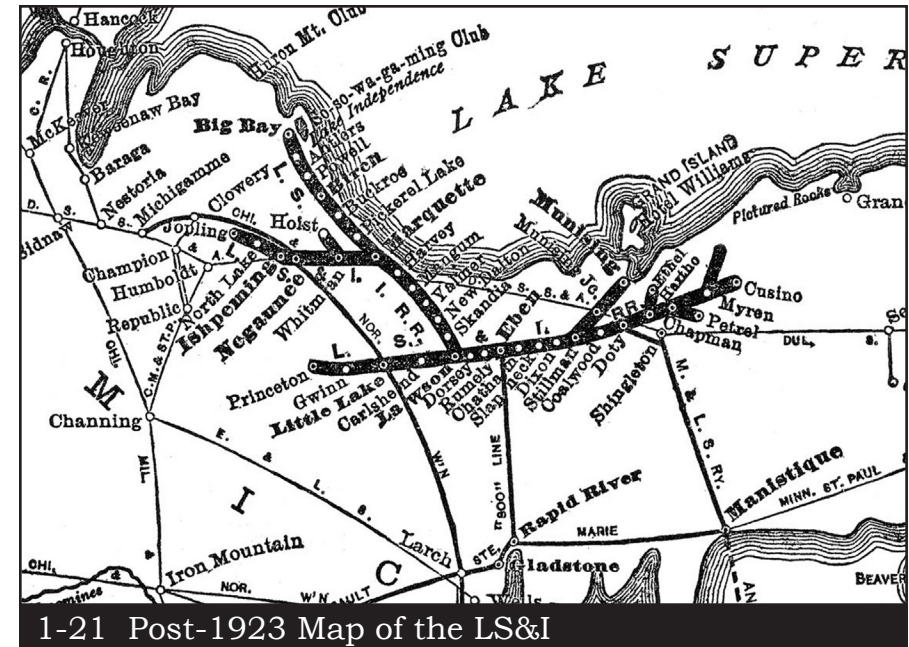


1-18 1904 Cram's *Michigan-E&LS Branch at Cornell*





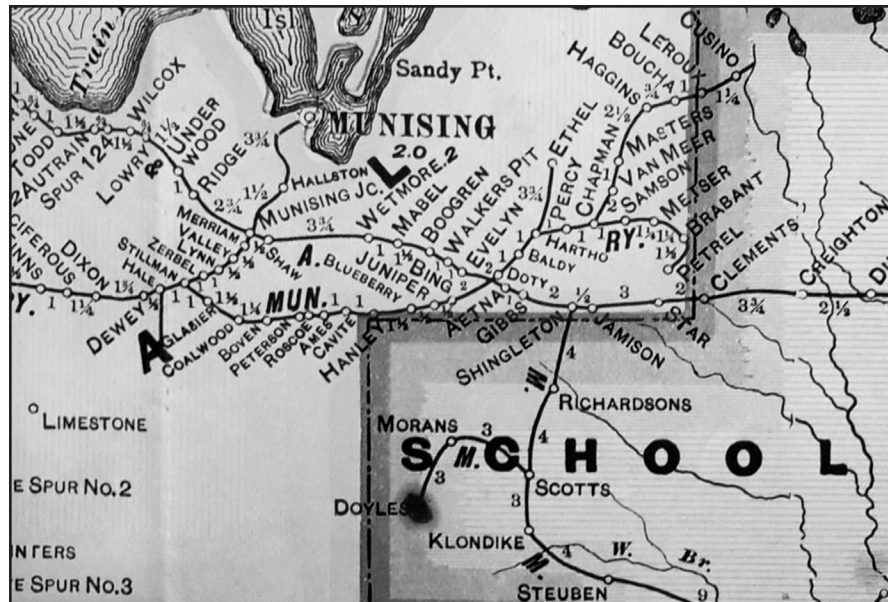
The old records of the lines which were amalgamated into the LS&I contain various elements which seem confusing or even at odds with each other. In Alger County, "Acker" and "Acker Mill" appear to be separate locations that are mentioned on pages 76 and 77 of Aids, Gifts, Grants and Donations. That book notes that the Munising Railway built a branch from Stillman to Acker, and it went into service 1 November 1898; also, a branch began operating 1 June 1899 between Vail and Acker Mill. It seems likely that Acker Mill was immediately south of Ackerman Lake, in the northwest corner of Section 3, Township 45 North, Range 20 West. The branch from Vail to Acker Mill was withdrawn from service in 1905. The branch from Stillman to Acker was reduced in length by 0.5 mile in 1902, when the East Branch was extended to Petrel and Ethel. Figure 1-22, from Cram's 1908 *Michigan*, reveals that this branch eventually terminated slightly east of Cusino.



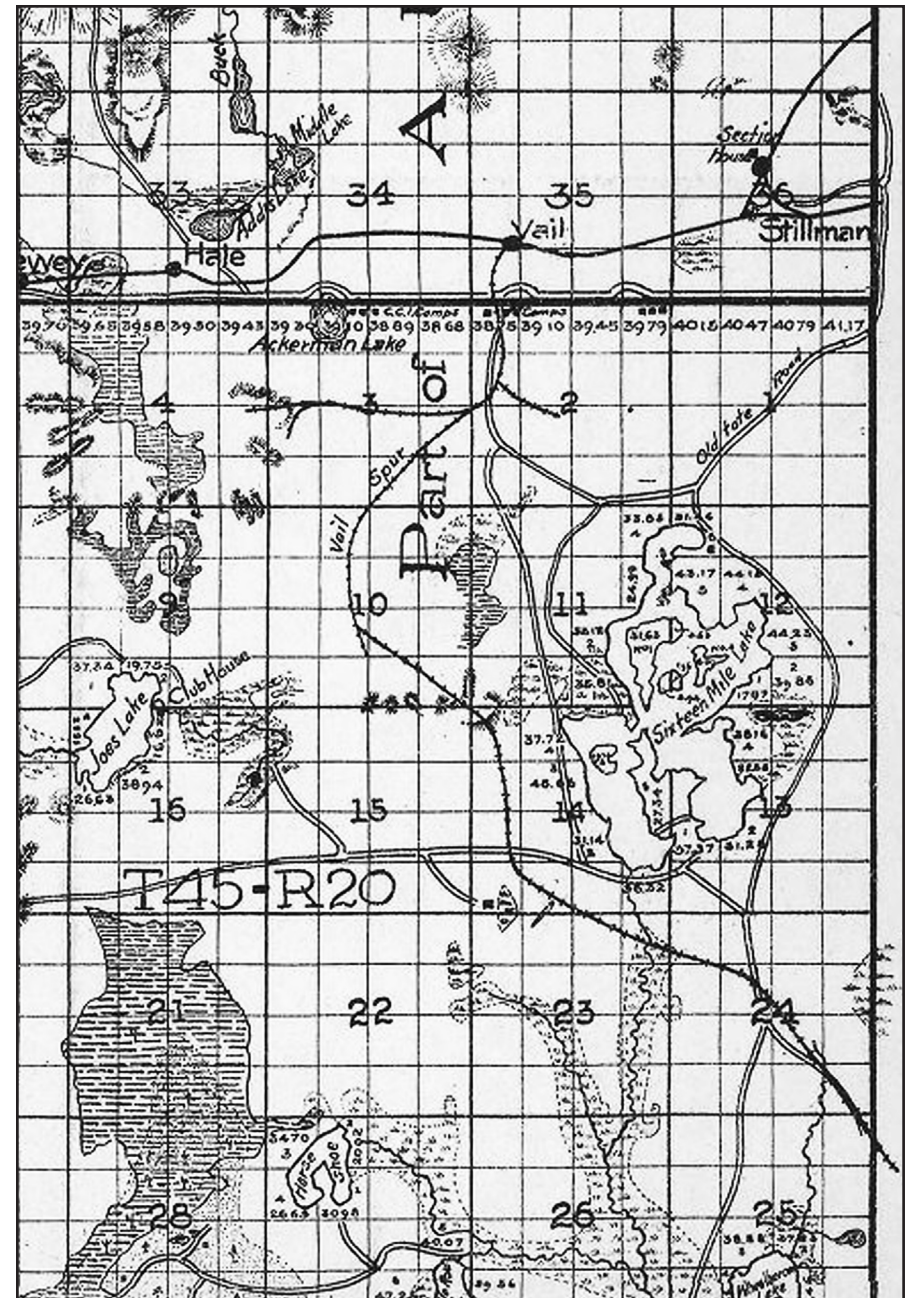


Confusion is reduced by noting that the branch which originated at Vail was later reopened. Figure 1-23, part of the 1915 *Map of Alger County*, shows "Vail Spur" extending at least as far southeast as Section 30 of Township 45 North, Range 19 West. Subsequently, this track came farther south, as far as the southeast corner of Alger County, with one right-of-way entering Delta County. Figure 1-24 shows that track in Township 44 North, Range 19 West. The figure is part of a 1923 map of Alger County prepared by the Cleveland Cliffs Iron Company and preserved at the Olson Library of Northern Michigan University.

Another map produced by the Cleveland Cliffs Iron Company, also archived at the Olson Library, is presented in Figure 1-25. The image shows extensive logging spurs north of Vail and Stillman, at the time the map was created in 1930.

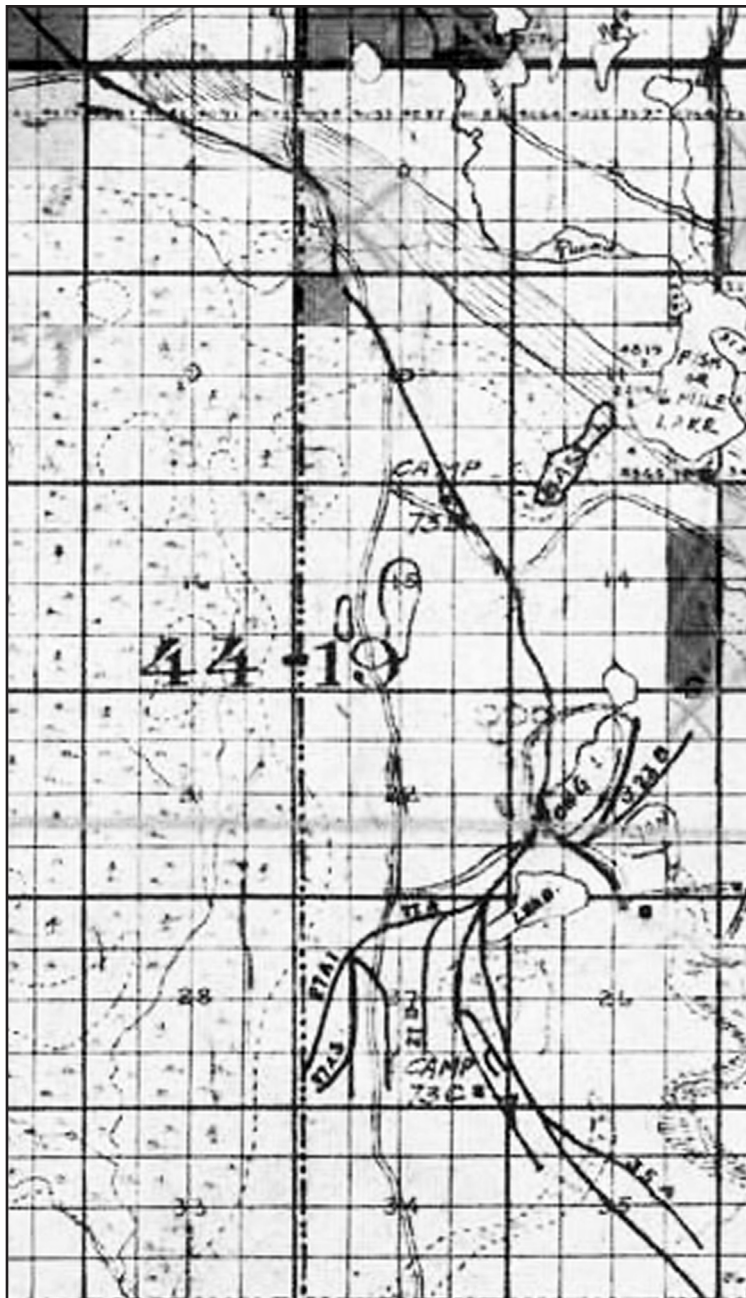


1-22 1908 Cram's *Michigan-LS&I* at Cusino and Petrel



1-23 1915 Vail Spur on *Map of Alger County*





1-24 1923 Farther SE Along Vail Spur

A Historical Narrative Supplement to A Map of Logging Railroads in Upper Michigan's East-Central Region 1879-1965 notes that in 1955, the LS&I decided to build its Eastern Extension, lengthening the East Branch. The extension had been surveyed in 1935, and after it was finally built, the eastern terminus was at a turn-around called Sunrise Landing, in Section 29, Township 48 North, Range 14 West of Alger County. Construction of the Extension had been put on hold because of the Great Depression. The Eastern Extension was abandoned 1 August 1965.

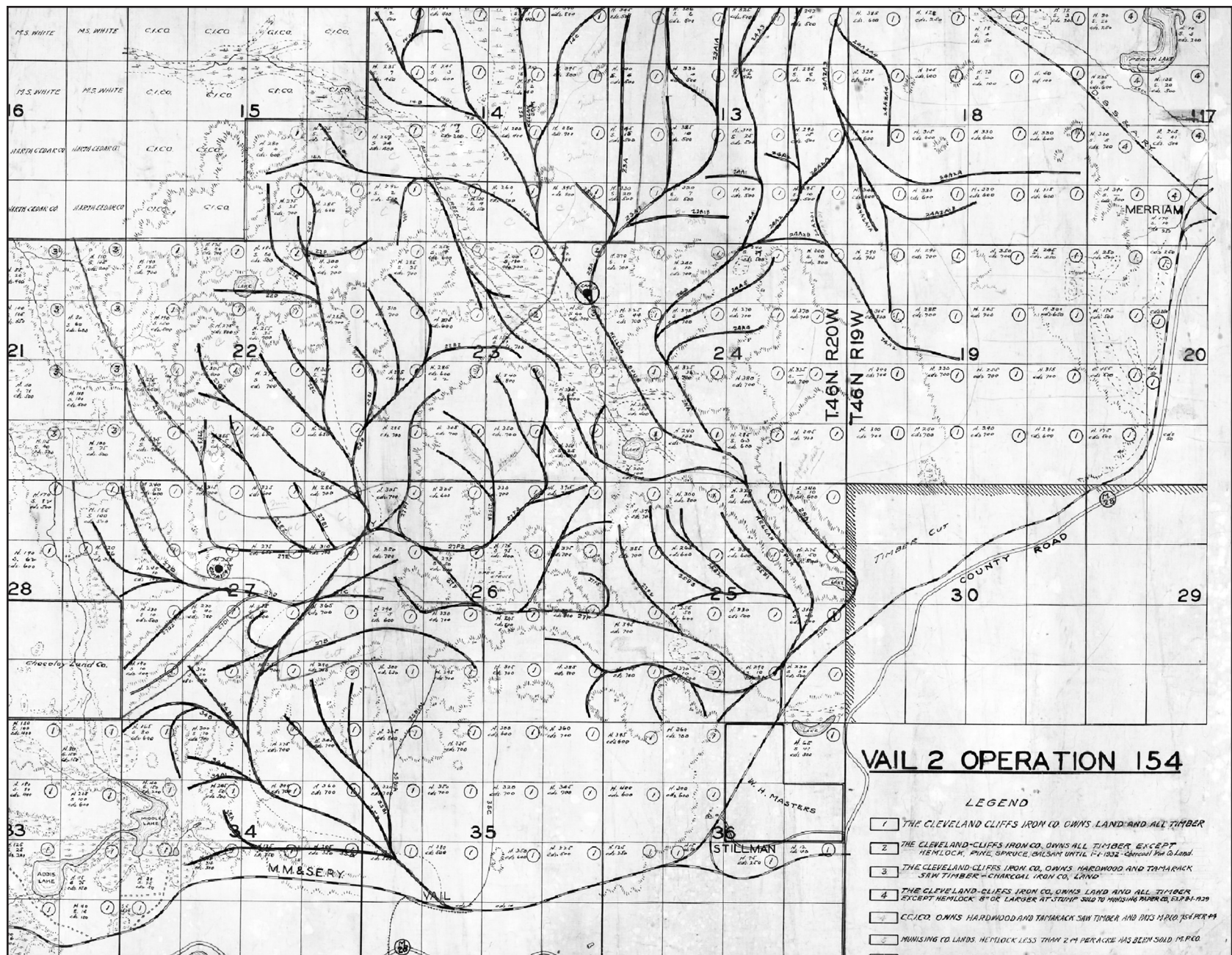
A branch line between Marquette and Big Bay, in Marquette County, became a privately operated, steam-powered tourist railroad in 1962. Called the Marquette & Huron Mountain Railroad, it no longer is active. A small portion of the remaining LS&I continues operating in 2020.

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The **Minneapolis, St. Paul & Sault Ste. Marie Railway** (MSP&SSM-Soo Line) was incorporated 11 June 1888. It was primarily composed of the Minneapolis, Sault Ste. Marie & Atlantic Railway, completed previously, on 1 January 1888, between Sault Ste. Marie, Michigan, and the Wisconsin state line. The newly incorporated MSP&SSM also received a 25% interest in the Sault Ste. Marie Bridge Corporation. The MSP&SSM came under control of the Canadian Pacific Railway in 1890. The Sainte Marie Union Depot was incorporated 15 March 1900 with the MSP&SSM owning 50% of that venture. The MSP&SSM was merged into the Soo Line Railroad 1 January 1961.

The MSP&SSM mainline was associated with two substantial branches. One, the Hendricks Quarry Branch, was primarily in Mackinac County. Built in





1-25 1930 LS&I Logging Spurs North of Vail and Stillman

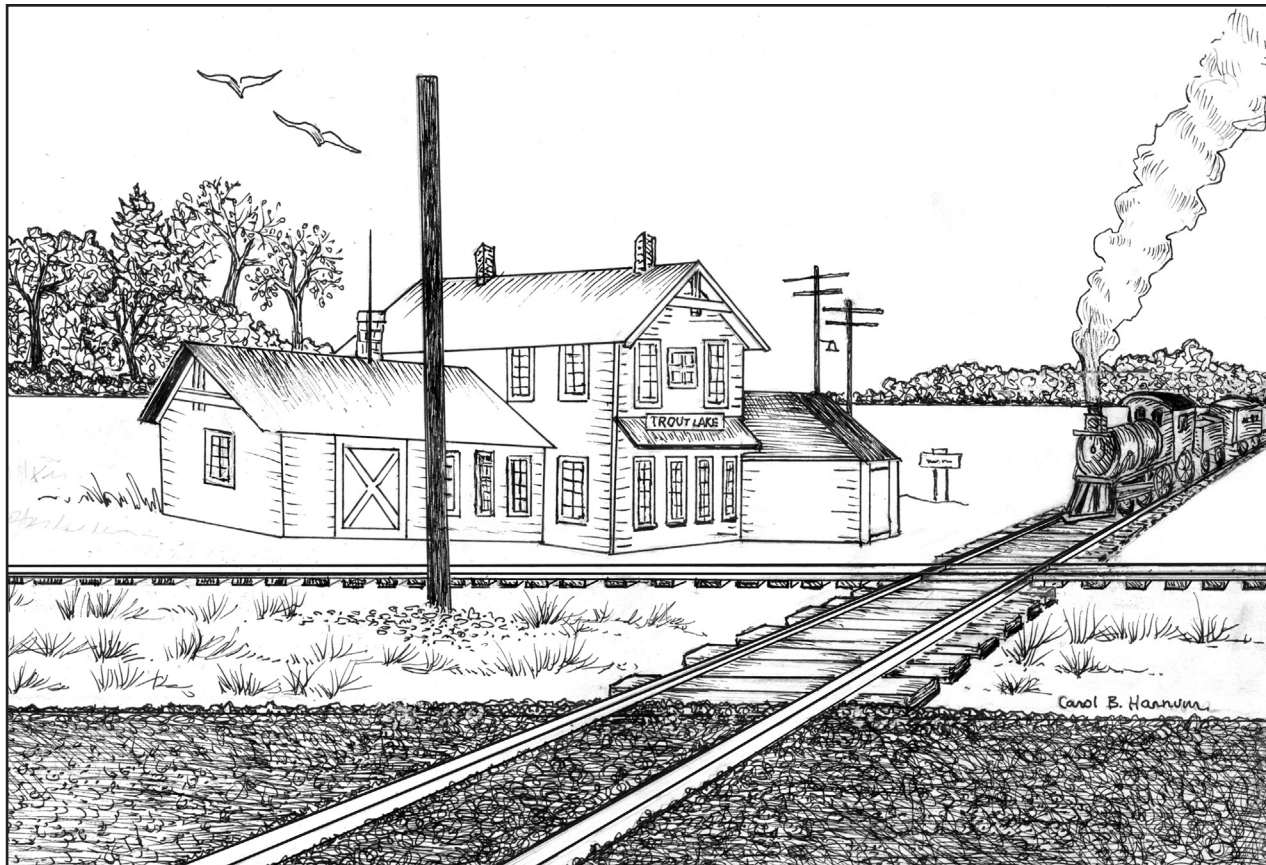


1903, it left the mainline at Rexton and travelled north, then northwest, giving off several logging spurs before entering the southeast corner of Luce County. Farther west, the branch reentered Mackinac County and serviced Hendricks Quarry and Meads Quarry.

The second major branch was operated as the railroad's 5<sup>th</sup> Subdivision. It originated at Rapid River in Delta County and terminated in Alger County at Eben Junction, on

the Lake Superior & Ishpeming Railway. The MSP&SSM also leased the Wisconsin Central Railway in 1909. As a result, it obtained a line between Ironwood and Bessemer, in Gogebic County.

Figure 1-26 is Carol B. Hannum's representation of the passenger and freight depot at Trout Lake, in Mackinac County. A Soo Line train heads toward Sault Ste. Marie and is about to cross the DSS&A line serving St. Ignace.



1-26 View SW Toward Union Passenger and Freight Depot at Trout Lake

# Chapter 2

## Alger County

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Wellington R. Burt and Henry Gamble were Saginaw lumbermen who invested in timber holdings near Grand Marais. Some of the available information concerning their Alger County logging operation is contradictory. There is no doubt that **Burt & Gamble** used a logging railroad near Grand Marais. However, at least one grade attributed to them should, almost certainly, be attributed to **Cook & Company**. Page ten of History of Sawmills in the Upper Peninsula of Michigan, by Carl J. Sawyer, declares that, in 1885, Cook & Company used a narrow-gauge railroad to supply their mill at Grand Marais.

Michigan Railroads & Railroad Companies appears to be describing this Cook & Company grade when it reports that a Burt & Gamble railroad used a gauge of 36 inches. The book goes on to say that it was seven miles in length, built about 1882 from Grand Marais toward the south, abandoned circa 1890, and that some of its grade was reused by The Manistique Railway. Aids, Gifts, Grants & Donations notes that The Manistique Railway reached Grand Marais in 1893. It does not mention that a pre-existing grade was used, near Grand Marais.

Deep Woods Frontier presents a more plausible history of the narrow-gauge Burt & Gamble line. It explains that “Railroad technology was first applied to Upper Peninsula logging operations in 1879. In that year Wellington Burt and Henry Gamble, two lumbermen who made their fortunes on the shores of Saginaw Bay, took over a pine mill in the little town of Grand Marias. The two men owned several million feet of timber on an eastward-flowing stream known as Sucker Creek (more commonly called Sucker River). Because the creek, however, flowed in the opposite direction of their mill, Burt and Gamble built a seven-mile narrow gauge railroad line from Sucker Creek to another stream (Grand Marias Creek) that did pass close to their mill.”

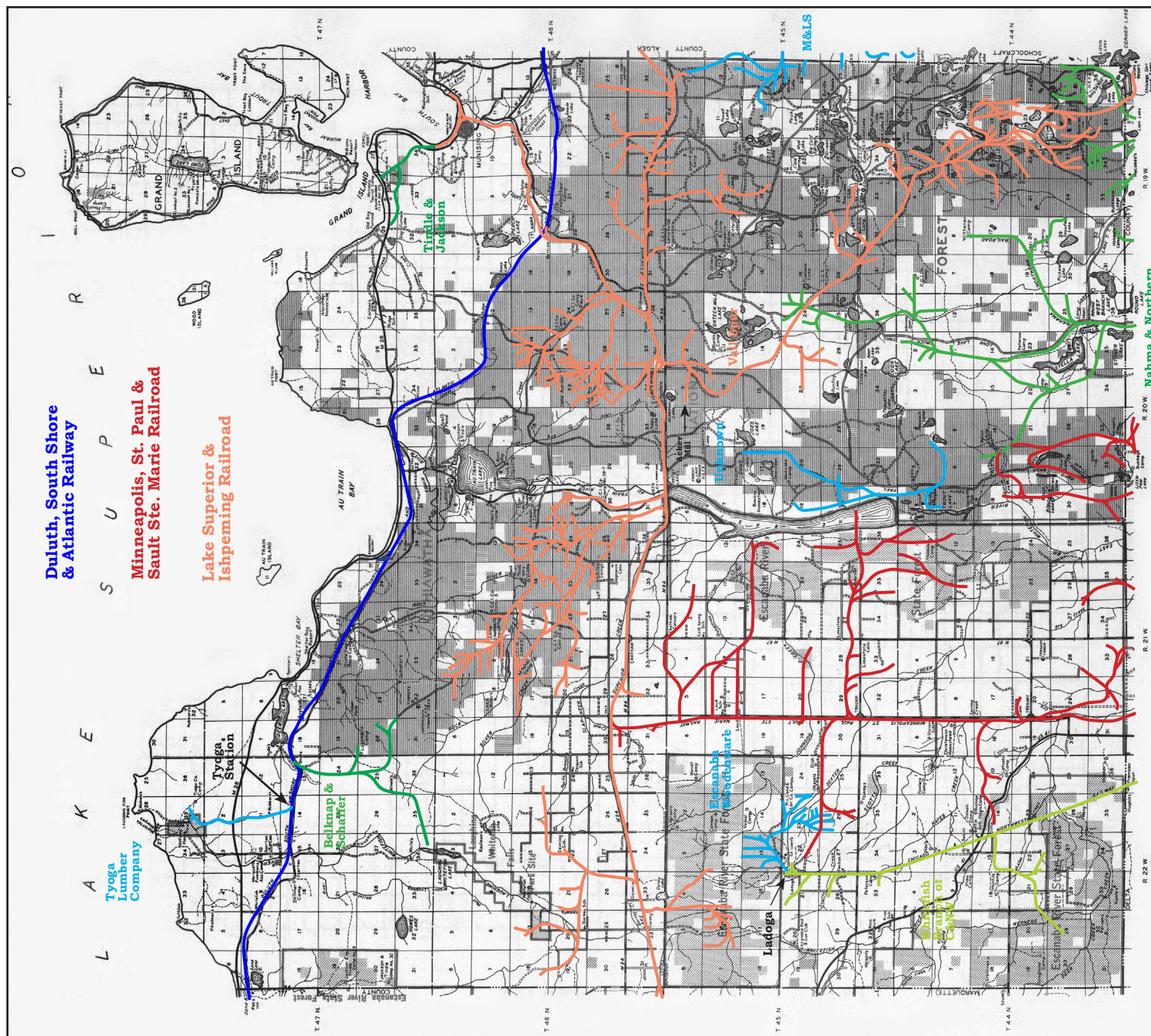
Michigan’s Logging Railroad Era, 1850-1963, A Selected and Annotated Bibliography presents a somewhat different representation of the Burt & Gamble railroad. Therein, it is said to have been a 3.5-mile line which began hauling pine timber in 1879. It “Used a small narrow-gauge locomotive.” Terminals were Sucker Creek (on the east) and Grand Marais Creek (on the west). From the west terminal, “Logs were floated to (the) Burt & Gamble sawmill (in Grand Marais), operated by the Brazel Brothers.”

The railroad was useful because the original mouth of the Sucker River was in Luce County on Lake Superior, immediately west of Muskallonge Lake. Burt & Gamble were logging along the Sucker River in an area well south of Grand Marais. The web site <https://www.agatelady.com/about-grand-marais.html> narrates that “The Brazel Brothers operated the mill, while Burt and Henry Gamble, another Saginaw area lumberman, operated a logging camp of 80 men, 13 miles up the Sucker River.” Prior to construction of the railroad, logs had to be floated all the way to Lake Superior and then rafted west, back toward Grand Marais.

After the railroad was operational, logs were transported down the Sucker River to a haul-out which was in the northeast corner of Section 12, Township 49 North, Range 13 West (in Alger County). Figure 2-1 is a recent LiDAR image which clearly shows the grade of the Burt & Gamble railroad. After an approximately 2.25-mile trip west on the railroad, logs were dumped into Grand Marais Creek and driven to Grand Marais Harbor, where the mill was.

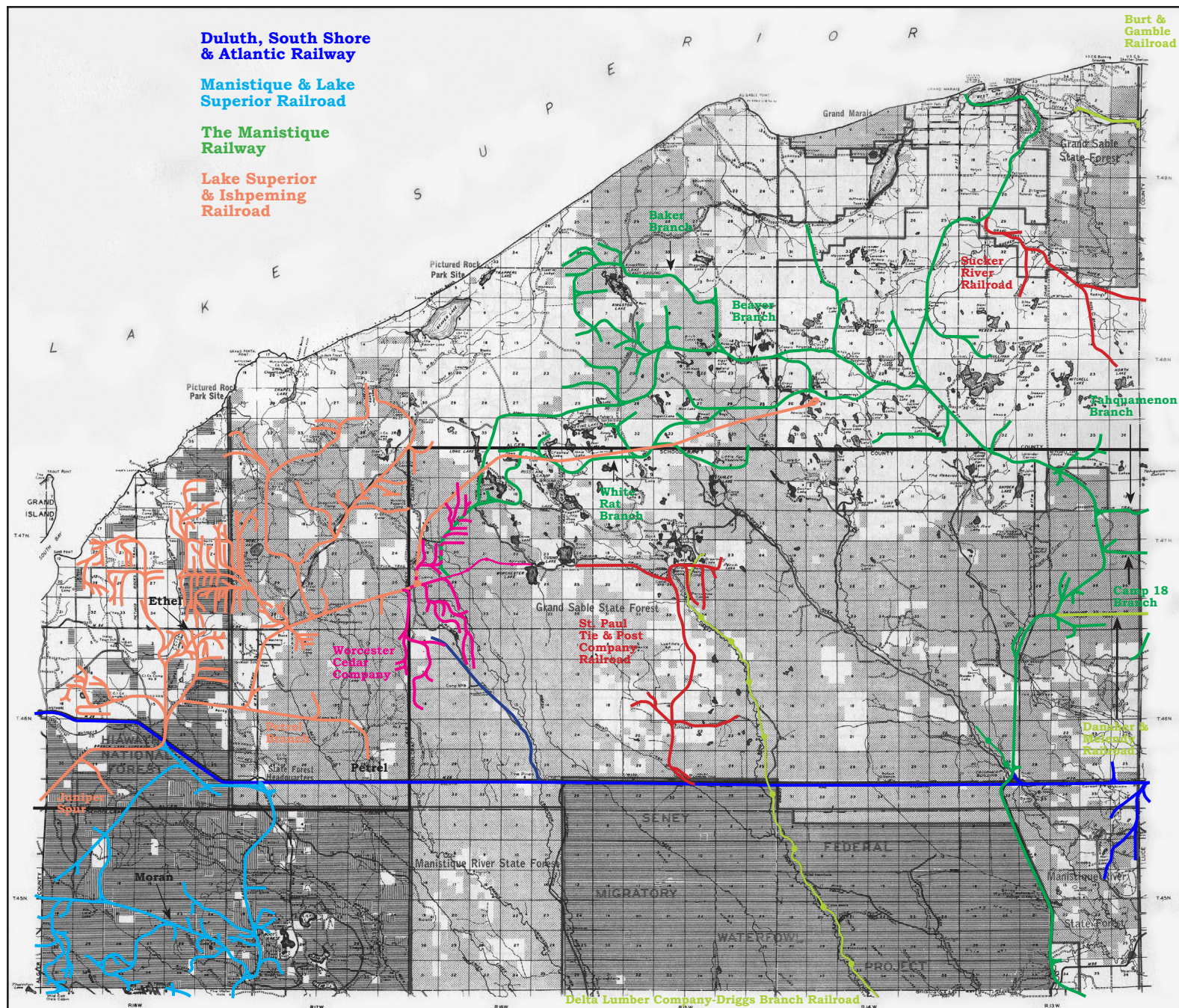
In the 21<sup>st</sup> Century, the territory down river from the Burt & Gamble log dump is designated as the Dead Sucker River. This is because the course of Sucker River was changed sometime in the latter part of the Nineteenth





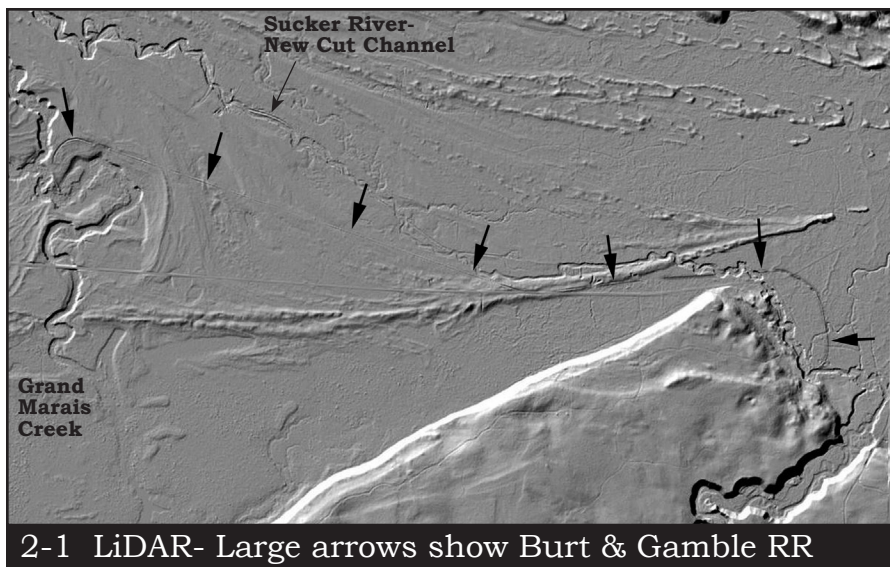
West Part of Alger County





East Part of Alger and North Part of Schoolcraft Counties





2-1 LiDAR- Large arrows show Burt & Gamble RR

Century. Historians disagree about when this diversion occurred. James L. Carter presents a plausible scenario in A Historical Narrative Supplement To A Map Of Logging Railroads In Upper Michigan's East-Central Region 1879-1965: "Burt diverted the Sucker River westerly into Grand Marais Creek in 1883 so that logs could be driven directly to his mill. But frequent shoaling problems in the new channel made it necessary for continued use of the railroad. Operations ceased about 1888, and in 1898 the rails and its locomotive, abandoned at the west terminus, were sold to a Detroit firm for scrap."

James W. Belknap and Charles H. Schaffer formed the **Onota Charcoal Company** in 1890. Soon thereafter, the partners built a narrow-gauge logging railroad at Onota. It is visible on the map Alger-West, located in Section 13, Township 47 North, Range 22 West. The line was used to harvest wood for processing in the company's kilns at Onota and other Alger County sites. Schaffer had been operating a charcoal kiln at Onota since 1869. He named his daughter Onota when she was born in 1889. The 1904 edition of Polk's Lumber Directory indicates that Schaffer

still operated kilns at Onota. The 25 June 1905 *Portage Lake Mining Gazette* reports that the Lake Superior Iron & Metal Company of Portage Lake (at Hancock, in Houghton County) had bought "the complete outfit of Charles Schaffer, which had been operating 22 miles east of Marquette, at Onota." The sale included eight miles of track, one locomotive, and sixteen cars. No definitive record could be found to explain what happened to the track materials, locomotive and cars; Michigan's Logging Railroad Era, 1850-1963, A Selected and Annotated Bibliography implies that they were reused in Keweenaw County, but no record could be found of any railroad owned or operated by the Lake Superior Iron & Metal Company. The Onota Charcoal Company railroad no longer appears in the 1907-8 edition of Polk's Lumber Directory.

Michigan's Logging Railroad Era, 1850-1963, A Selected and Annotated Bibliography includes a statement from the 10 September 1898 *Northwestern Lumberman* concerning **S. M. Smith**: "Offered for sale a Shay locomotive and 12 logging cars, at Munising, MI." However, there is no convincing evidence that Smith was associated with an operating logging railroad at Munising. He may have been merely acting as agent for another owner of the engine.

Smith was born in Canada and immigrated to the United States in 1880, settling in Deshler, Ohio. There, the 1880 Federal census reports that his occupation was that of "Head Sawyer." Volume 48 of *The Northwestern Miller*, published 15 November 1899, reports that S. M. Smith, of Munising had attended the convention of the Slack Cooperage Manufacturer's Association, held at Detroit. When the 1900 Federal census was taken, Samuel M. Smith, his wife Margaret, and his son Guy M. Smith were living in the 2<sup>nd</sup> Ward of Detroit. Samuel was a lumber merchant. He must have died at about that time, for when Guy M. Smith was married at Munising 25 January 1901, his marriage certificate noted that his father, S. M. Smith, was deceased.



Thomas Tindle and his son-in-law, Willis K. Jackson, were partners in the Buffalo, New York firm of Tindle & Jackson. A History of the City of Buffalo-Its Men and Institutions reports that the business had stave and saw mills at several Michigan locations, including Munising, and operated a logging railroad from Pellston, in Emmet County. The partners also had a controlling interest in the Superior Veneer and Cooperage Company of Munising.

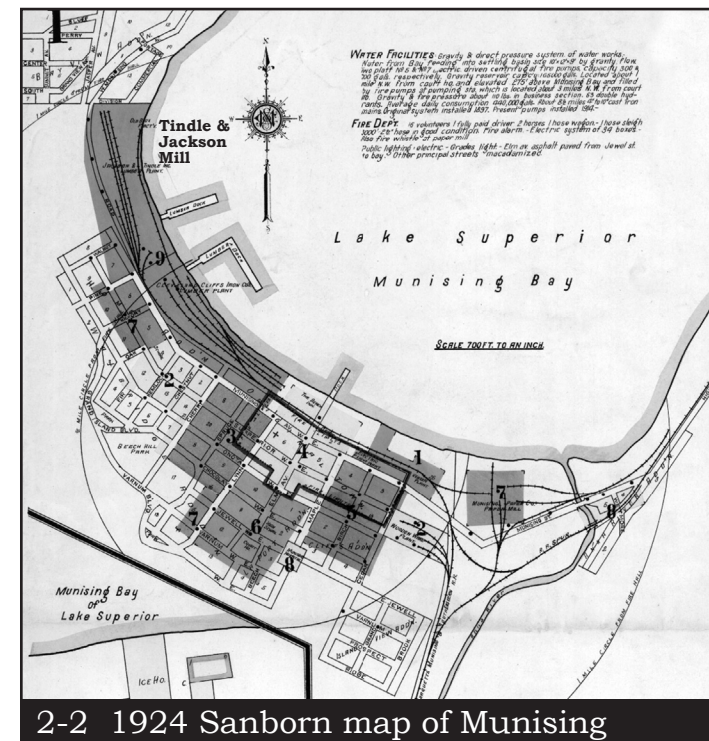
Figure 2-2 is part of the 1924 Sanborn Fire Map of Munising. The Tindle & Jackson mill is visible at the northwest edge of the city. The 1924 edition of *Southern Lumberman's Directory* mentions that the company was using a logging railroad at Munising. The 1928 edition has a similar listing. The Alger-West map at the beginning of this chapter shows the line, near Munising. It probably was more extensive than is illustrated on that map.

The **Tindle & Jackson Lumber Company** had its largest mill at Pellston. When Thomas Tindle died in 1909, Willis K. Jackson assumed the role of president; he changed the name of the company to Jackson & Tindle. Maurice Eby's The Great Lumbering Era of Emmet County details the history of the company under Jackson's leadership. "The local timber stands (in Emmet County) were nearly exhausted in 1923, and the remaining logs in the Pellston area were taken to the mill with horses.

"Jackson had purchased large tracts of timber near Trout Lake in the Upper Peninsula and took the railroad equipment (from Emmet County) to that area. The logs were hauled to Pellston for milling, so the Pellston mills continued for several years with UP timber. The handle mill closed in 1930, and burned on June 24, 1932. The company had a sawmill crew of 20 in June of 1932. The final closing date was probably in 1934."

Tindle & Jackson built two segments of logging railroad in Mackinac County (see page 136). Both originated from the Duluth, South Shore & Atlantic Railway (DSS&A). One started at Kenneth and led east. The other connected with the DSS&A approximately 2.75 miles northwest of Kenneth and headed west for about four miles.

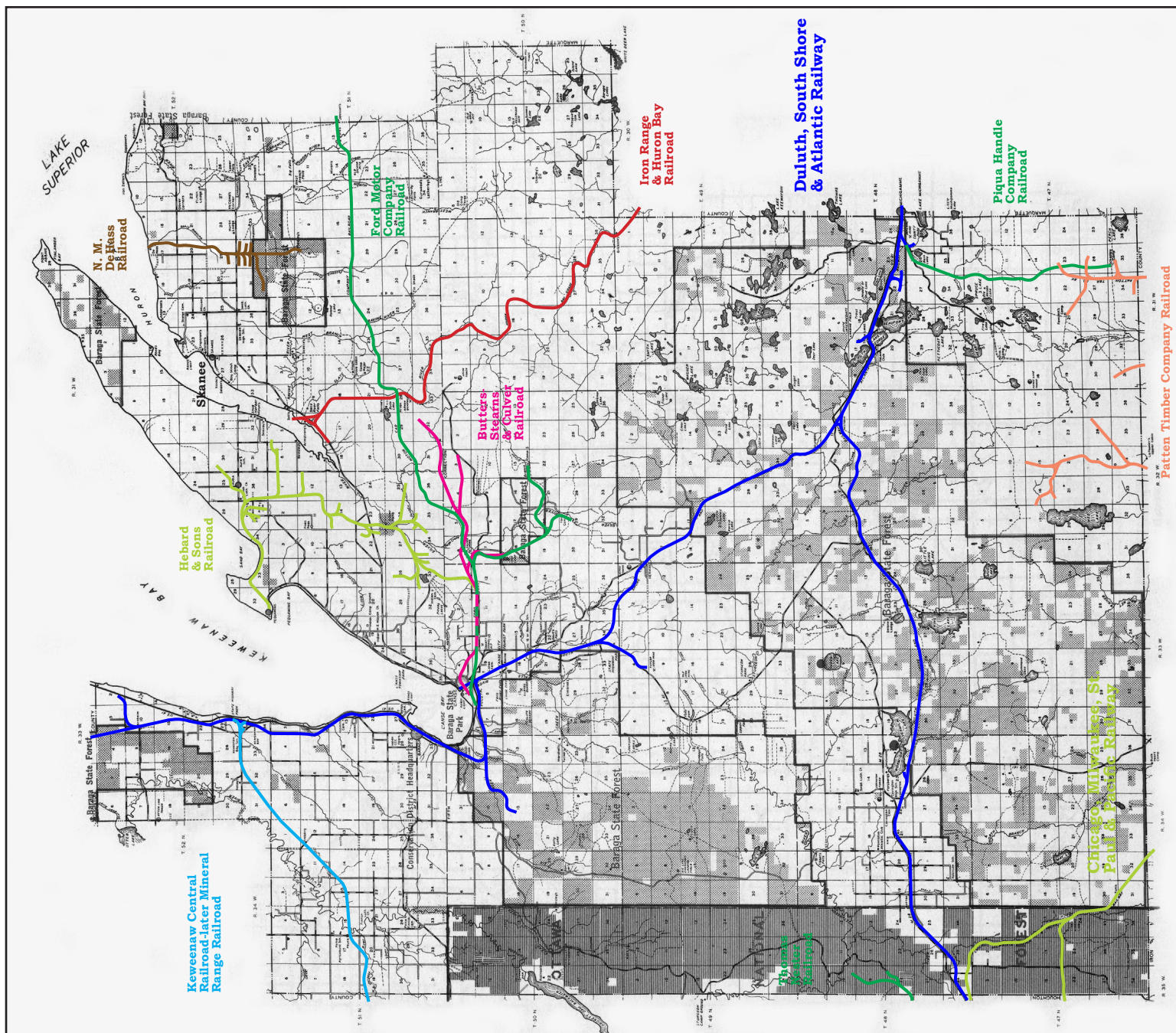
Mikel B. Classen's web site at [http://www.mikelclassen.com/Tyoga\\_Historical\\_Pathway.php](http://www.mikelclassen.com/Tyoga_Historical_Pathway.php) mentions that the Tyoga Lumber Company began to cut timber about 1900. Initially, logs were brought by sleigh to the town of Tyoga, on Laughing Fish River, approximately two miles north of the town of Deerton. Michigan Railroad Lines reports that the company built a four-mile logging railroad in 1906. It originated at a station called Tyoga, on the DSS&A, which was not where the town of Tyoga and the company's mill were located. Reportedly, the railroad was abandoned in 1907. The 1910 issue of Polk's Lumber Directory still shows the company to be present at Tyoga. It was gone when *Southern Lumberman's* 1917 Directory was published.



2-2 1924 Sanborn map of Munising

Michigan Railroads & Railroad Companies contains a reference to a tram road that existed north of Munising in the 1870s. The **Wilkie Quarry tram** ran to a dock on Lake Superior, in Section 27 of Township 47 North, Range 19 West.





Baraga County



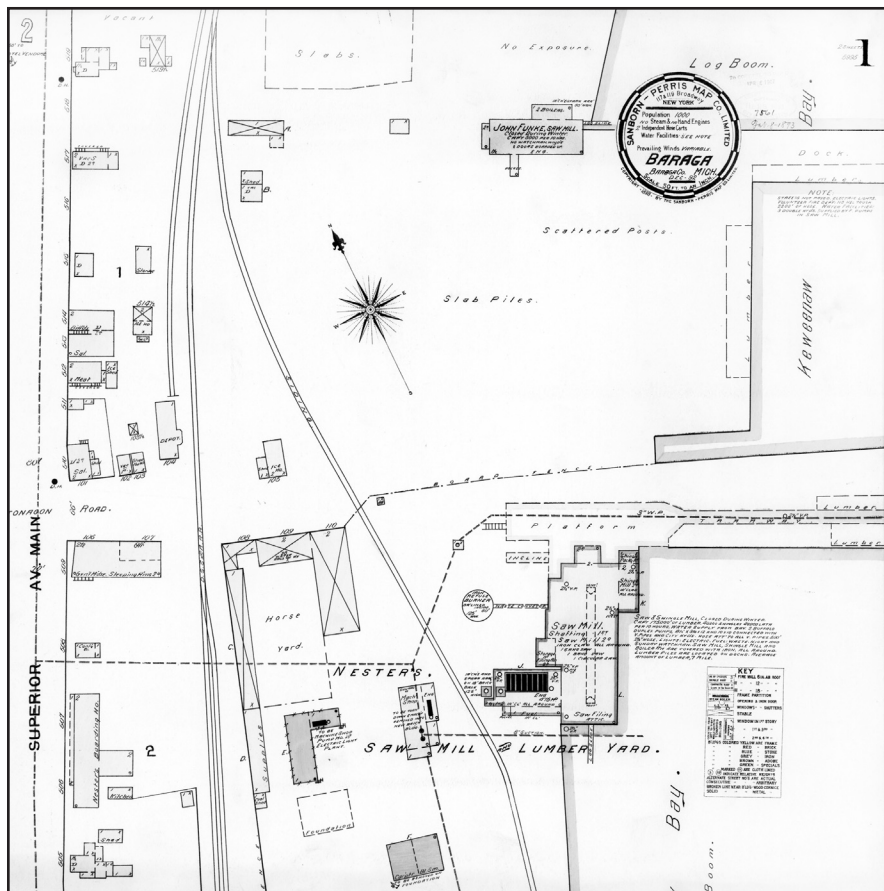
# Chapter 3

## Baraga County

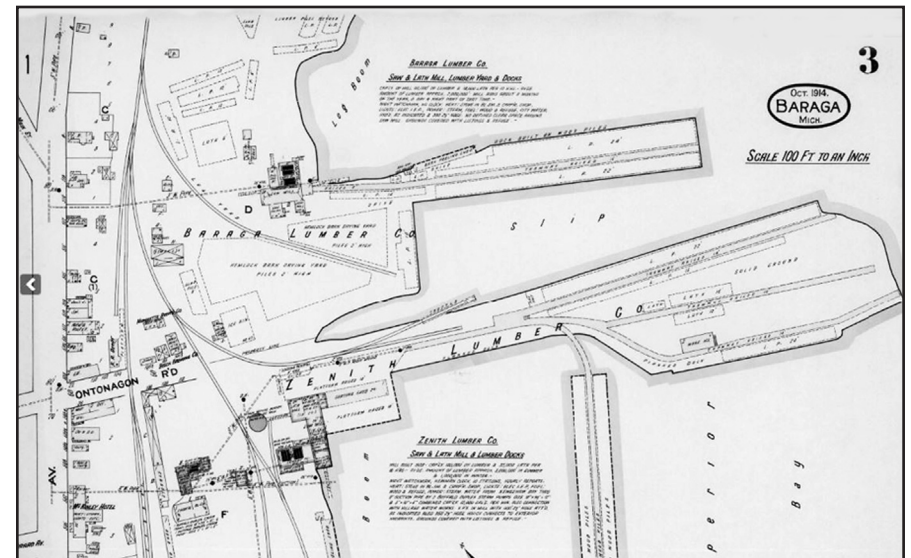
Articles of incorporation for the **Baraga Lumber Company** were signed in 1903 and recorded in 1906. Lucius G. Hillyer, of Baraga, was president. Figure 3-1 is part of an 1892 Sanborn Fire Insurance Company map of Baraga. At that time, the estate of Thomas Nester operated a large sawmill at Baraga. Immediately to the

north was the smaller Funke mill. John and Margaret Funke had sold that mill to Hillyer in 1901. Figure 3-2 is the 1914 Sanborn map showing the Baraga Lumber Company mill.

American Lumberman's 1910 and 1915 Register of Sawmill Equipment indicate that in those years, the Baraga Lumber Company used a logging railroad; an exact location was not provided. No logging road is shown in the listing found in Southern Lumberman's 1917 Directory of American Saw and Planing Mills. Nonetheless, Hixon's 1917 atlas, Michigan-Northern reveals a number of properties owned by the company; they were in Sections 2, 3, 10, 17, 21 and 31 of Township 51 North, Range 32 West (northeast of L'Anse) and Sections 24 and 25 of Township 50 North, Range 32 West (southeast of L'Anse).



3-1 1892 Sanborn Insurance Company Map-Baraga



3-2 1914 Sanborn Map-Baraga Lumber Co. Mill

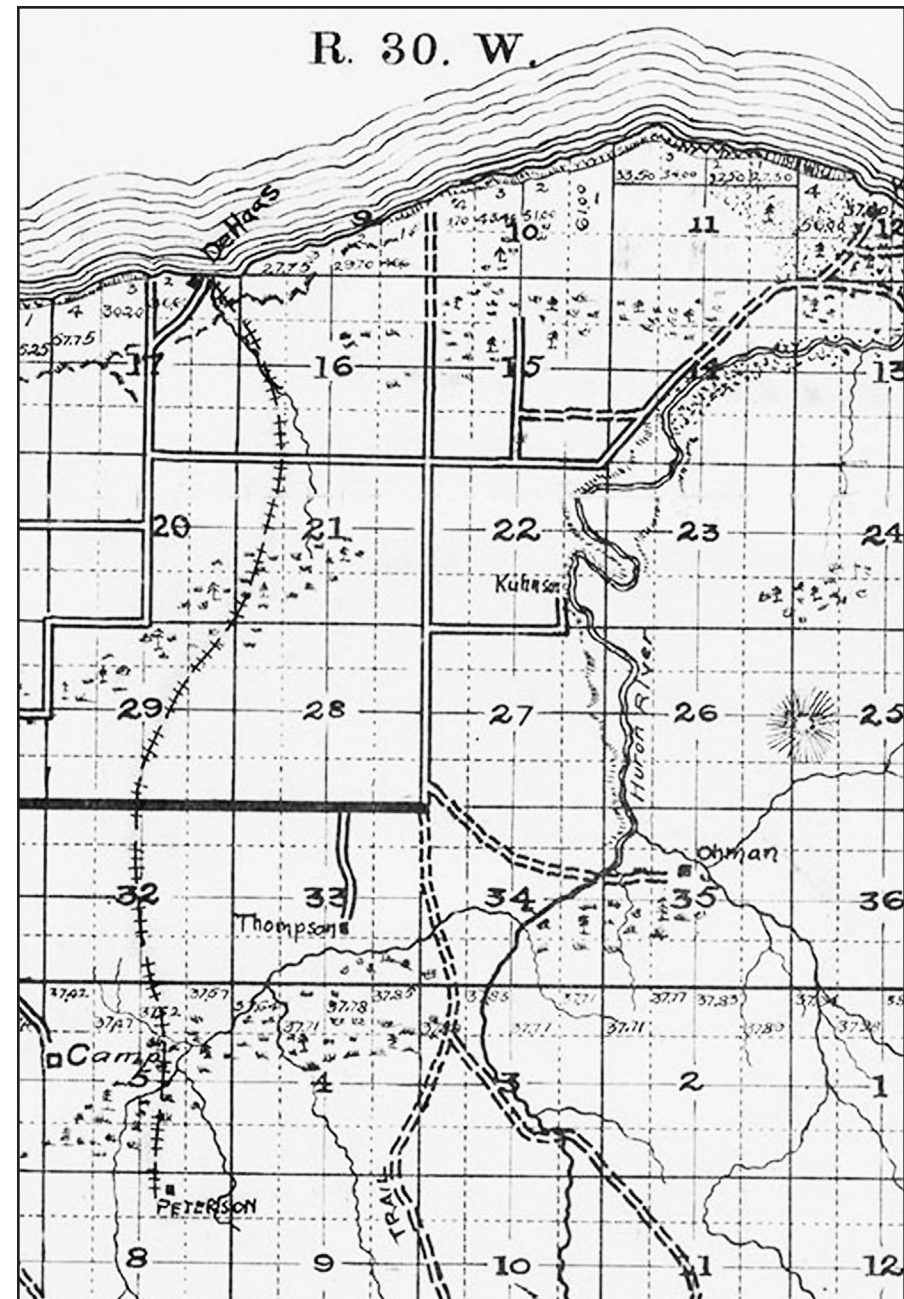
An item in the 14 December 1923 *L'Anse Sentinel* reports that "Peter Foss spent Sunday at his home in Baraga. He is operating a camp at Bovine for the Baraga Lumber Company." Review of recent LiDAR imagery of that area, and those mentioned in the previous paragraph, did not demonstrate features conclusively consistent with old railroad grades.

However, the Baraga Lumber Company is known to have purchased a used, standard-gauge Shay locomotive in 1929. The 25 April 1930 *L'Anse Sentinel* clarifies that purchase: "The Baraga Lumber Company has completed laying ties and ballasting their five-mile branch railroad running from Otter Siding (in Houghton County-Section 33, Township 51 North, Range 36 West) into the woods. Connections were made with the Mineral Range at the siding." Possibly, this right-of-way was the same one used previously by the Houghton Lumber Company.

Nathan Mitchell DeHaas was a Marquette lumberman who, as early as 1911, operated a sawmill in Baraga County at Skanee. The business was known as the **N. M. DeHaas Lumber Company**. Neither American Lumberman's 1915 *Register of Sawmill Equipment*, nor Southern Lumberman's 1917 *Directory* mentions a logging railroad. However, in July 1917, the lumber company bought a used standard-gauge Shay locomotive. The 13 March 1925 *L'Anse Sentinel* mentions that the logging railroad was restarting, after being closed since the previous fall.

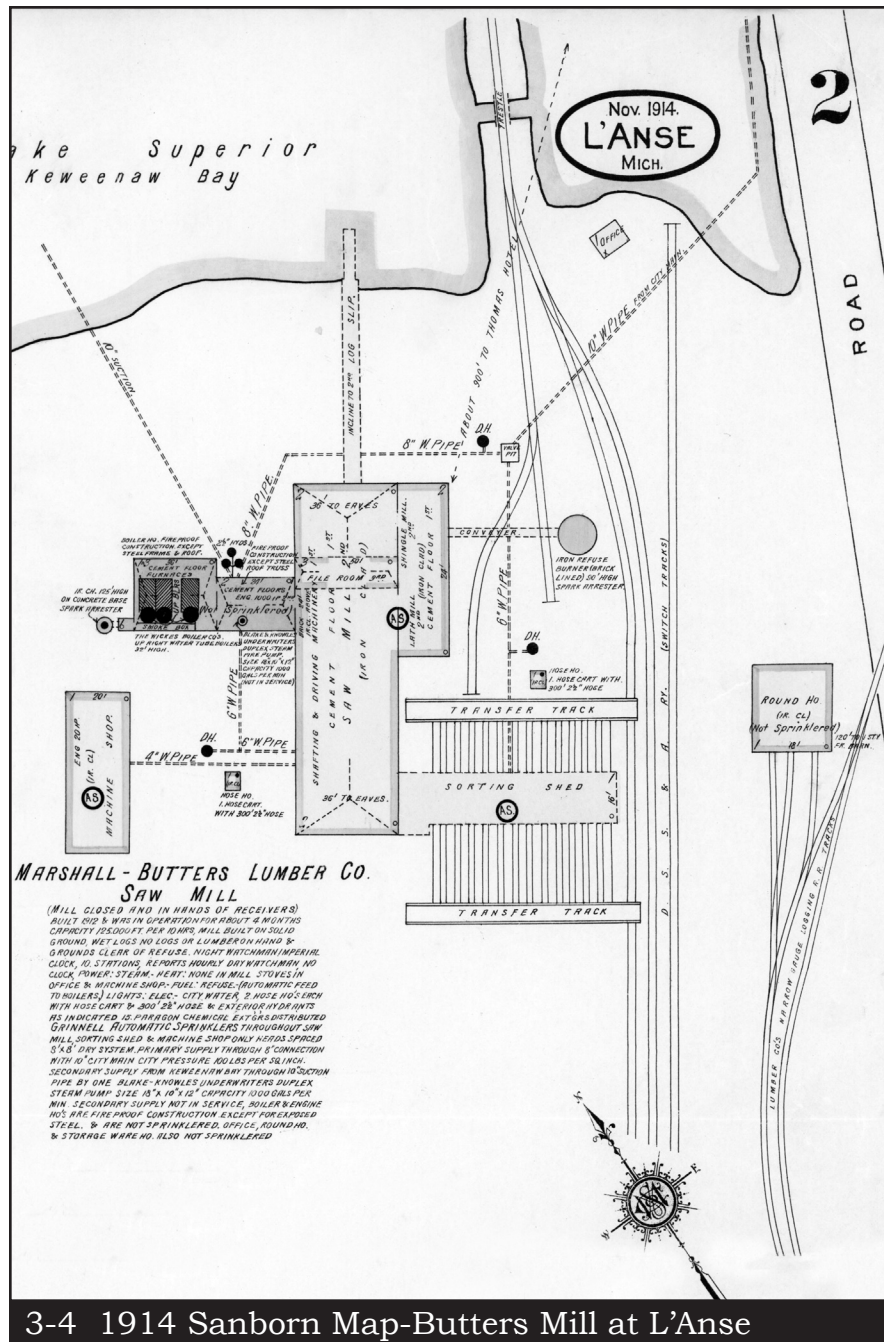
The logging line did not terminate at Skanee, but rather at a place to the northeast, on Lake Superior. Figure 3-3 is part of a 1935 Baraga County road map. It reveals that the terminal on Lake Superior was called DeHaas, Michigan.

N. M. DeHaas died in 1928 at Marquette. The 29 November 1929 *L'Anse Sentinel* reports "The scrapped steel of the old DeHaas logging railroad is being hauled to L'Anse for shipment to the market. The first car was shipped to Duluth."



3-3 1935 DeHaas Lumber Company Railroad

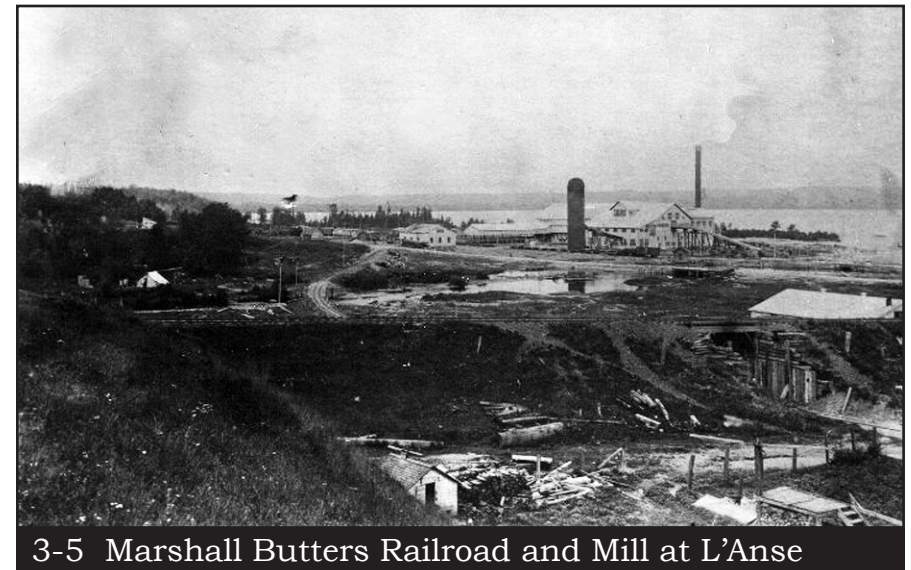




3-4 1914 Sanborn Map-Butters Mill at L'Anse

The **Ford Motor Company** operated a logging railroad, mostly in Baraga County, although its eastern end stretched into Marquette County. Much of the line was an amalgamation of several preexisting roads owned by the Marshall Butters Lumber Company, the Stearns & Culver Lumber Company, and Charles Hebard & Sons.

Ludington's **Marshall F. Butters** came from a family of railroad loggers. His father was Manistee's Horace Butters, who was long associated with Richard G. Peters in Lower Peninsula lumbering and railroad operations. Marshall erected a sawmill on the waterfront at L'Anse in 1912. To supply it, a 36-inch gauge logging railroad was installed. Figure 3-4 is part of a 1914 Sanborn Fire Insurance Company map. The railroad's terminal and enginehouse can be seen in the map's lower right corner. Figure 3-5 is courtesy of the Baraga County Historical Museum. The view looks southwest toward the Butters mill. The logging railroad passes under an elevated spur of the Duluth, South Shore & Atlantic Railway (DSS&A), which passes to the right, toward the waterfront.



3-5 Marshall Butters Railroad and Mill at L'Anse

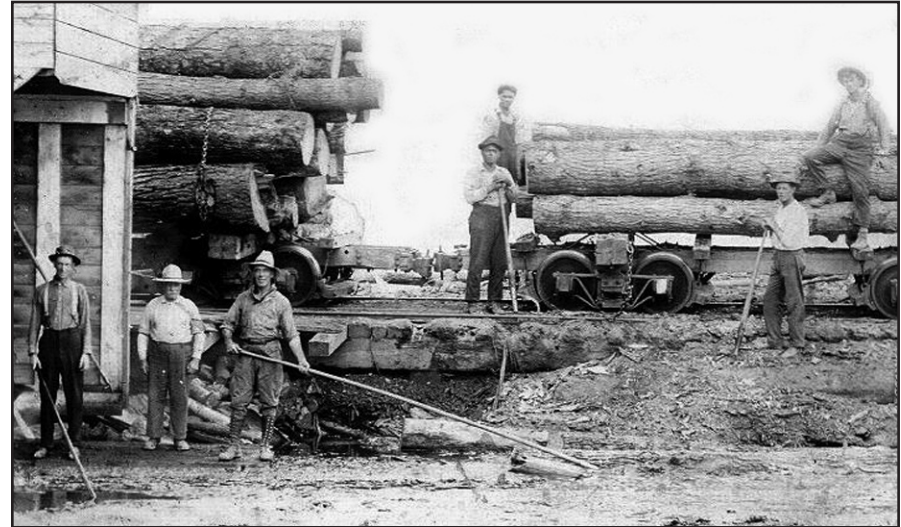
Justus S. Stearns and William T. Culver were partners in Ludington's **Stearns & Culver Lumber Company**. They bought the Butters mill and railroad in 1916. Figure 3-6 is a photograph showing logs being unloaded at the Stearns & Culver mill. It is presented courtesy of the Baraga County Historical Museum. In the map on page 23, no attempt has made to differentiate the grades built by Stearns & Culver from those constructed by the Marshall Butters Lumber Company. The Stearns & Culver Lumber Company sold its timberland and logging railroad to the Ford Motor Company in January 1923.

Charles S. Hebard and H. C. Thurber bought a large tract of timberland northeast of L'Anse in 1877. A sawmill was constructed at Pequaming the following year. Finished lumber was placed on railcars, which were loaded on scows, to be towed across Keweenaw Bay to Baraga. From there, the cars were dispatched to their customers by rail. The mill burned in 1877 and was immediately replaced. The Hebard & Thurber partnership was dissolved in 1882, but the business continued as **Charles Hebard & Sons Lumber Company**.

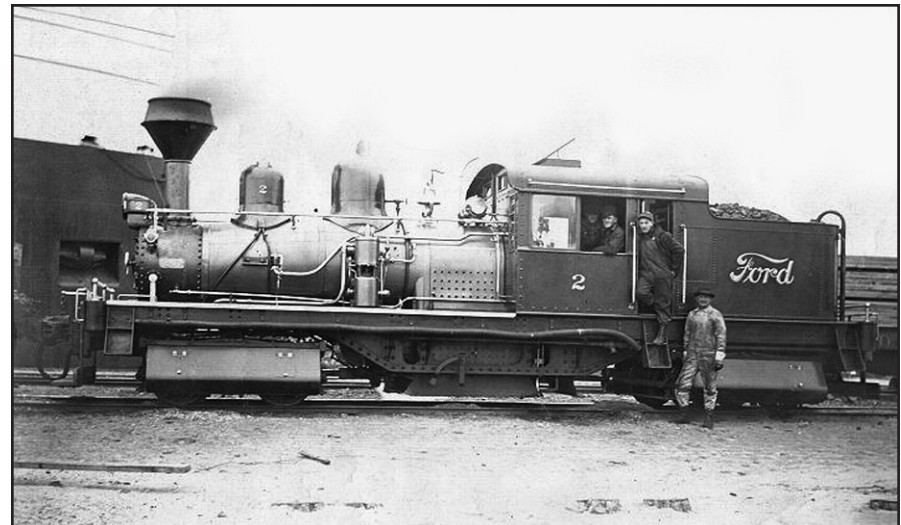
As the local supply of logs diminished, a standard-gauge logging railroad was constructed. When its operation began is not clear. It does not appear in Polk's 1904 Lumber Directory. American Lumberman's 1906 Industrial Statistics: List of Steam Logging Roads reports that a logging railroad was in operation. Later lumber journals specify a length of five miles in 1910 and seven miles in 1912. The mill and railroad were sold to the Ford Motor Company in September 1923.

In the 1920s, a significant amount of wood was needed by the automobile industry. It was used both in the body of cars, and for boxing material needed to transport parts. In 1923, the Ford Motor Company gained control of two mills (Stearns & Culver, and Hebard & Sons) and their logging railroads. Late in February 1925, the former Hebard railroad was connected to the line Ford bought from Stearns & Culver, which Ford had already rebuilt to standard gauge. Figure 3-7 is a 1920s era photograph courtesy of the Baraga County Historical Museum. This engine (#2) was successively operated by Marshall

Butters, Stearns & Culver, and the Ford Motor Company. It was rebuilt to standard gauge in 1924. The Pequaming mill was used primarily for production of crating lumber,



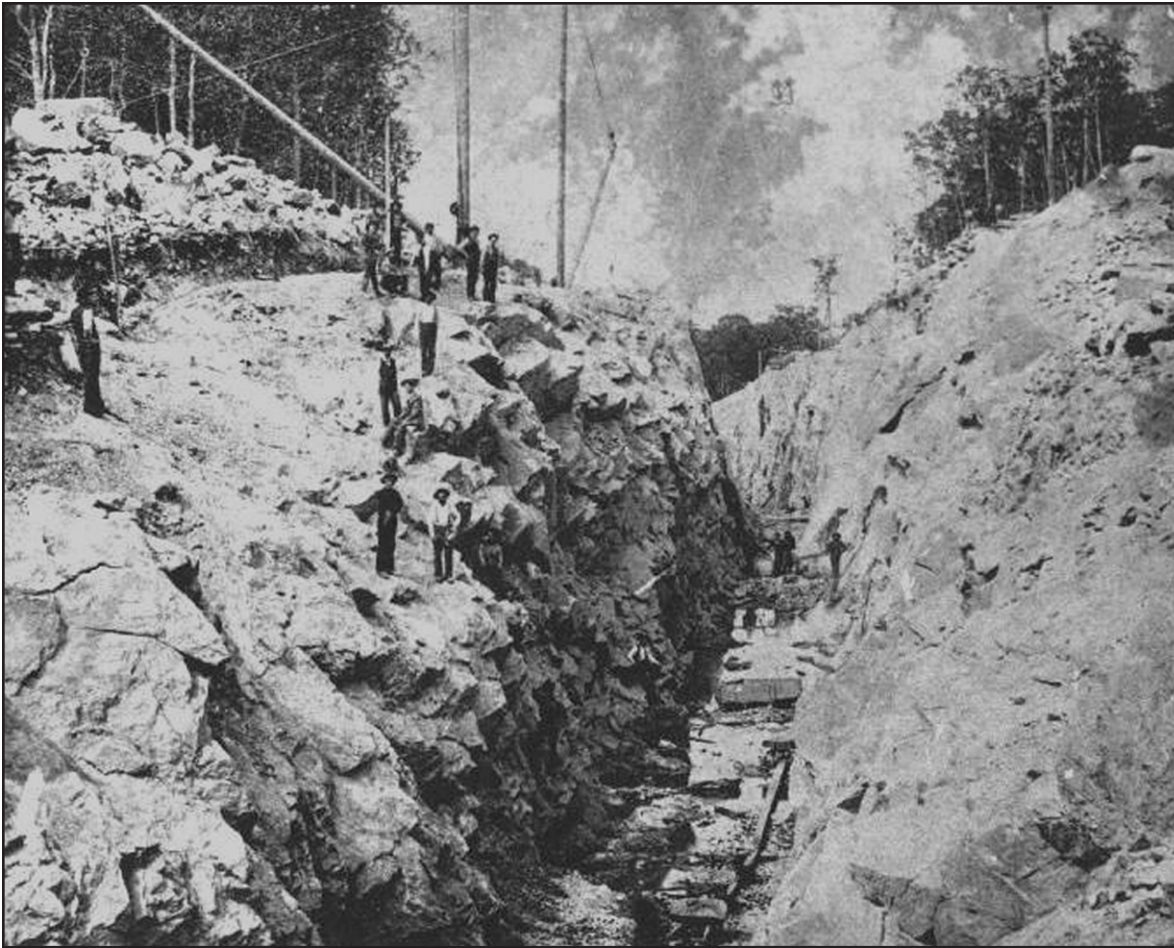
3-6 Unloading Logs at the Stearns & Culver Mill



3-7 1920s Image-Ford Motor Company Railroad #2







3-9 1890s Construction of Iron Range & Huron Bay RR Cut near Arvon

areas were excessive, apparently up to 5%, and financing was difficult. The line was eventually completed. But reportedly, the first northbound train from Champion derailed, and no further revenue-producing operation occurred after that.

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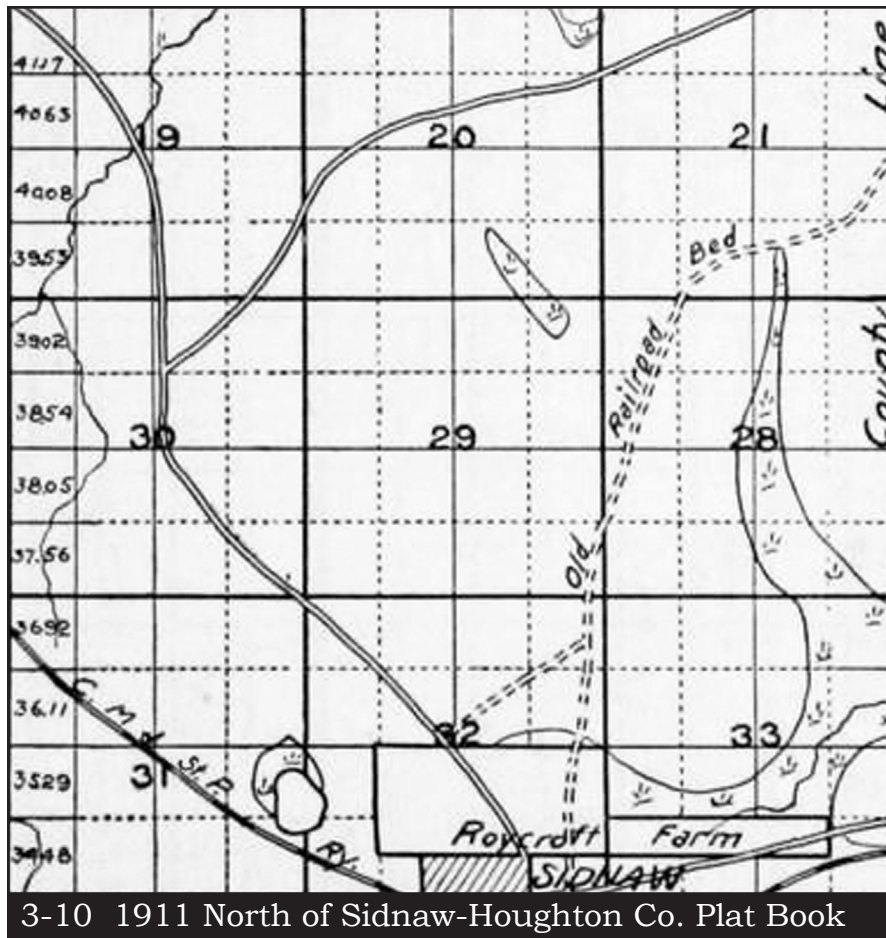
**Thomas Nester** was a prominent lumberman in both the Lower and Upper Peninsulas. He built the Lake Thomas

& Tittabawassee Railroad in southern Roscommon and northern Gladwin County. That line was commenced late in 1877, to harvest timber owned in combination with Ammi Wright, Charles Wells, and F. C. Stone. Nester sold his share of that railroad to Wells, Stone & Company in 1884, because the focus of his attention had turned to the Upper Peninsula. History of the Lumber and Forest Industry of the Northwest notes that "In 1881-2 Thomas Nester of Saginaw built a thoroughly modern mill at Baraga . . ." The 20 June 1885 *Northwestern Lumberman* reports that he was planning to build a logging railroad to his pine, west of Baraga. The 2 February 1887 issue of the same journal mentions that the railroad was one or two miles long, and of standard gauge. The location is not disclosed, but it may have been an early right-of-way leading south from the area of Sidnaw. Nester did plat the village of Sidnaw in 1889. It is in southeast Houghton County.

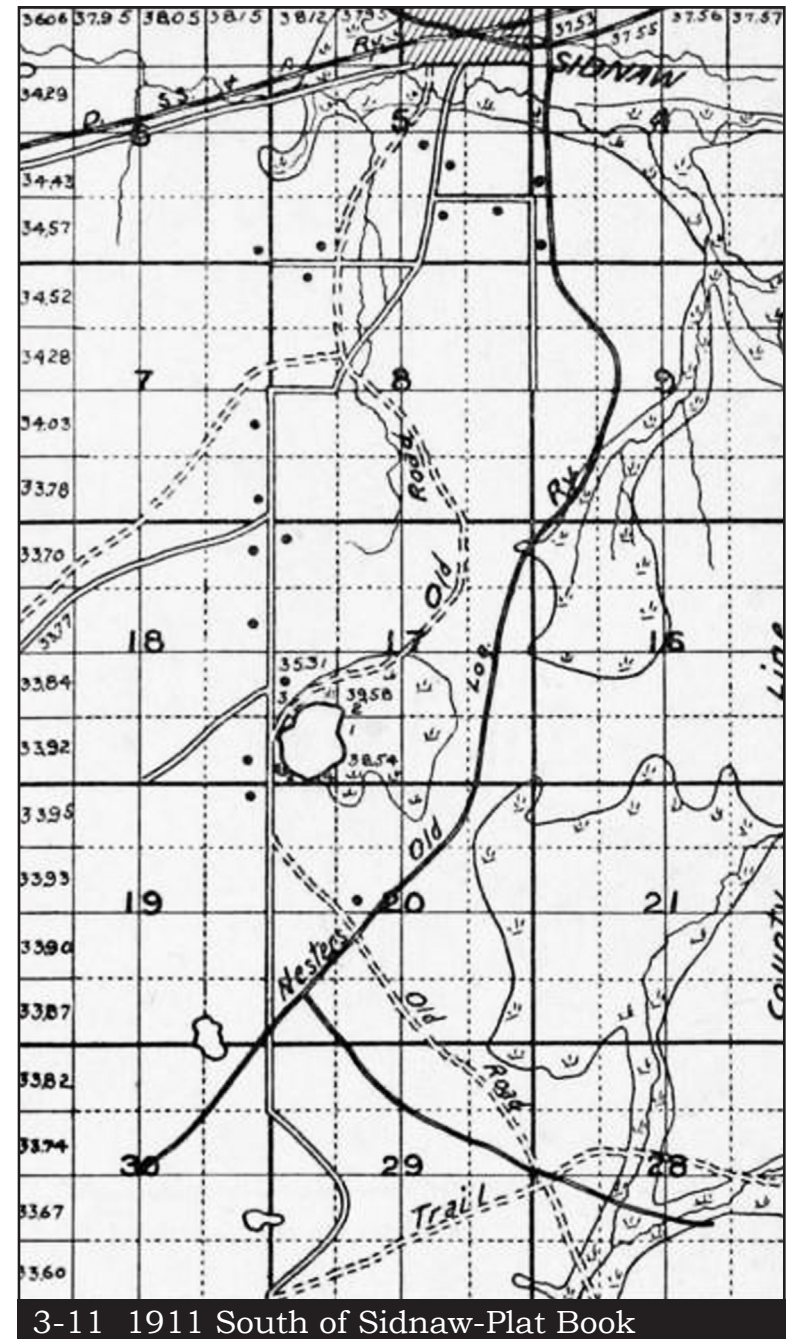
Nester unexpectedly died in Baraga at the age of 56. His obituary appears in the 17 May 1890 *Sault Ste. Marie Democrat*. It states that Nester first

became interested Upper Peninsula timberland in 1881. Along with Thomas Merrill and the partners mentioned in the previous paragraph, he "bought the Ward Tract in Ontonagon County (see page 166) and a tract on the Sturgeon River of R. K. Hawley. When in 1881-82, Mr. Nester sold out of the Wells-Stone combination, he received \$510,000 as his share, most of which he took in the Upper Peninsula lands owned by the concern. The big mill at Baraga was set going in 1882 and quite a town has grown up around it."





The 3 October 1893 *Native Copper Times*, published in Houghton County at Lake Linden, narrates that the Nester heirs were constructing a railroad from Sidnaw to the Sturgeon River, to reach company pine land. Part of that right-of-way is visible as “Old Railroad Bed” in Figure 3-10, which is part of the map of Township 48 North, Range 35 West, as it appears in the 1911 Plat Book of Houghton County. Another Nester grade was active in 1911 and is seen in Figure 3-11. This image comes from the same plat book and shows the region south Sidnaw, in Township 47 North, Range 35 West.

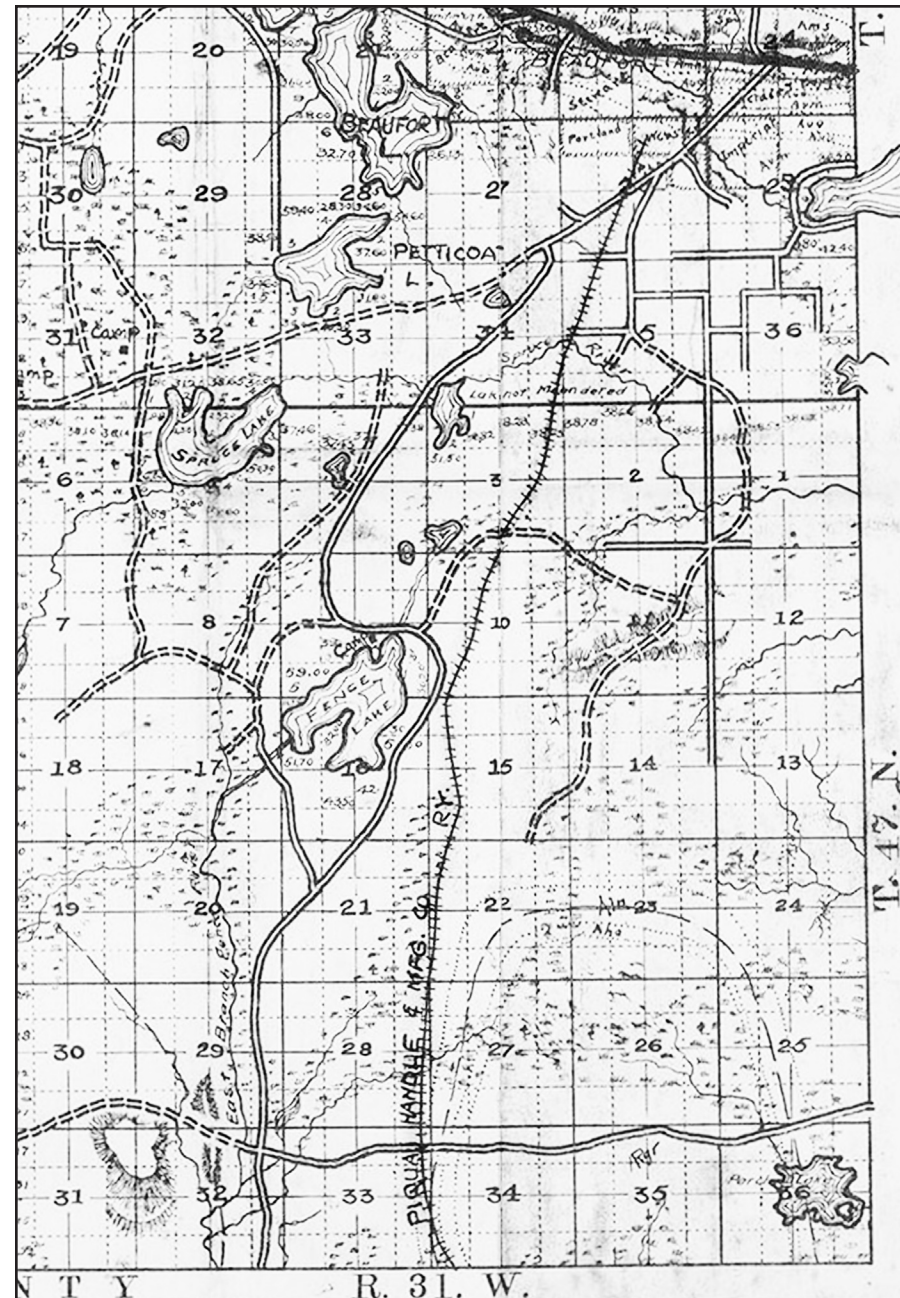




While Nester lived, logs arrived at the Baraga mill by water, or were shipped there via the DSS&A. A review of various lumber journals provides insight into the logging railroad operated by Nester's heirs. American Lumberman's 1906 Industrial Statistics: List of Steam Logging Roads mentions only that the company possessed a logging line. American Lumberman's 1907 Register of Sawmill Equipment reveals that the company had come under control of the Zenith Lumber Company, which had been incorporated at the company's New York City headquarters in 1903. In 1907, the logging railroad was nine miles in length. The 1915 Register of Sawmill Equipment again lists the railroad as controlled by the "Estate of Thomas Nester" with seven miles operated. Figure 3-2 (page 24) makes it clear that the former Nester mill was operated as the Zenith Lumber Company. Under that name, that organization began conducting business in Michigan in 1914; it purchased a new Shay locomotive in May of that year. However, the Zenith Lumber Company began bankruptcy proceedings in February 1916. Southern Lumberman's 1917 Directory of American Saw and Planing Mills no longer includes a Baraga listing for the Zenith Lumber Company or the Nester Estate. The Shay locomotive was sold to Basic Refractories Corporation (a lime-producing business) of Natural Bridge, New York.



3-12 Builder's Photo-Piqua Handle & Mfg. Co. RR #1



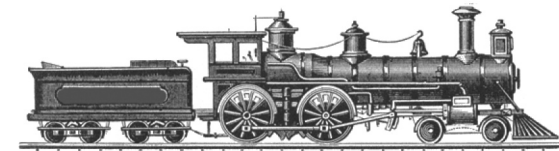
3-13 1935 Baraga County Road Map



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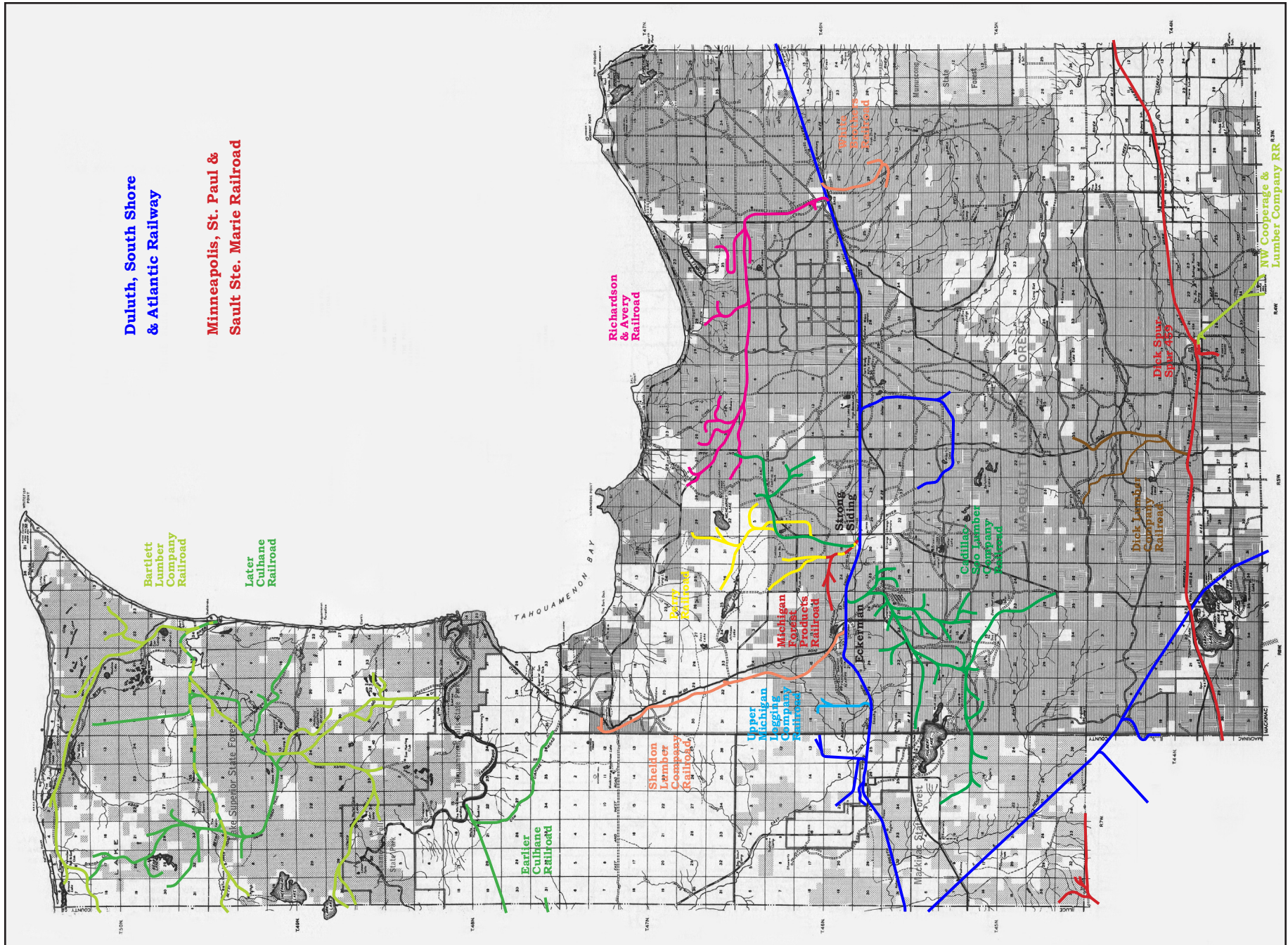
The **Piqua Handle & Manufacturing Company** built a small logging railroad in the southeast corner of Baraga County. It operated in Townships 47 and 48 North, Range 31 West. Situated immediately southwest of Lake Michigamme, a place called Hilton was where the logging railroad exchanged cars with a spur track from the DSS&A. Headquarters for the logging operation was at Michigamme, in Marquette County.

The precise time span during which the handle company railroad existed is unclear. It did purchase a new Shay locomotive in 1917. Figure 3-12 is the builders photograph of that engine. Figure 3-13 is part of a Baraga County road map that was updated in 1935. However, it seems unlikely that the logging line still existed that year. A review of modern LiDAR imagery of the area suggests that the southern extent of the railroad was somewhat farther east than is suggested by this map. Figure 9-9, (in Iron County under Patten Timber Company) is from a 1930 Baraga County road map; it shows only the most northerly part of the Patten Timber Company railroad in the locale seen in Figure 3-13.



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T. Stewart White and Thomas Friant partnered in the lumber business as **White, Friant & Company**. Their organization had operations at several places in the Lower and Upper Peninsulas. The 29 April and 3 June 1885 issues of *Lumberman's Gazette* mention that they were logging in Baraga County on the Sturgeon River. Michigan's Logging Railroad Era, 1850-1963, A Selected and Annotated Bibliography implies that a railroad was used in that operation, but corroboration of that notion could not be found. The 18 February 1891 *Saginaw Courier-Herald* notes that the company still was putting logs in the Sturgeon River. No right-of-way has been located.



West Part of Chippewa County

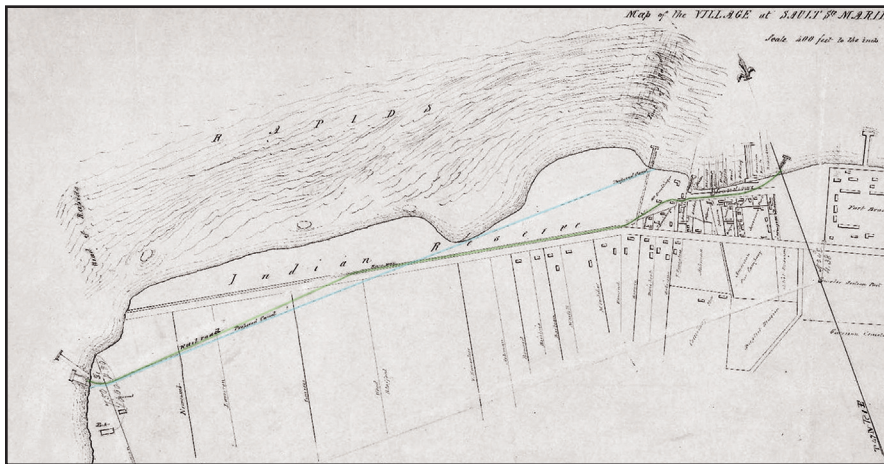


# Chapter 4

## Chippewa County

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Stanley Newton's The Story of Sault Ste. Marie is an excellent source of information about an early tram railroad constructed at Sault Ste. Marie. Regarding the **American Fur Company**, Newton writes: "In the same year (1839) the first railway in the Upper Peninsula was constructed by the (American) Fur Company from the above warehouse (on Water Street) up Water Street to the present Douglas Street, where it curves over to Portage Avenue and extended up to the head of the rapids . . . This railway was an iron strap affair on wooden supports, and the motive power was oxen, horses, and mules. . . the strap railway passed into the hands of McKnight Bros. & Tinker about the year 1846. They improved the railway and organized the Chippewa Portage Company . . . The advent of the canal of course put the portaging firms out of business." Figure 4-1 is part of an undated and unsigned map from the Archives of Michigan. It displays a "Proposed Railroad" (highlighted in green by the author) and a "Proposed Canal" (highlighted in blue).



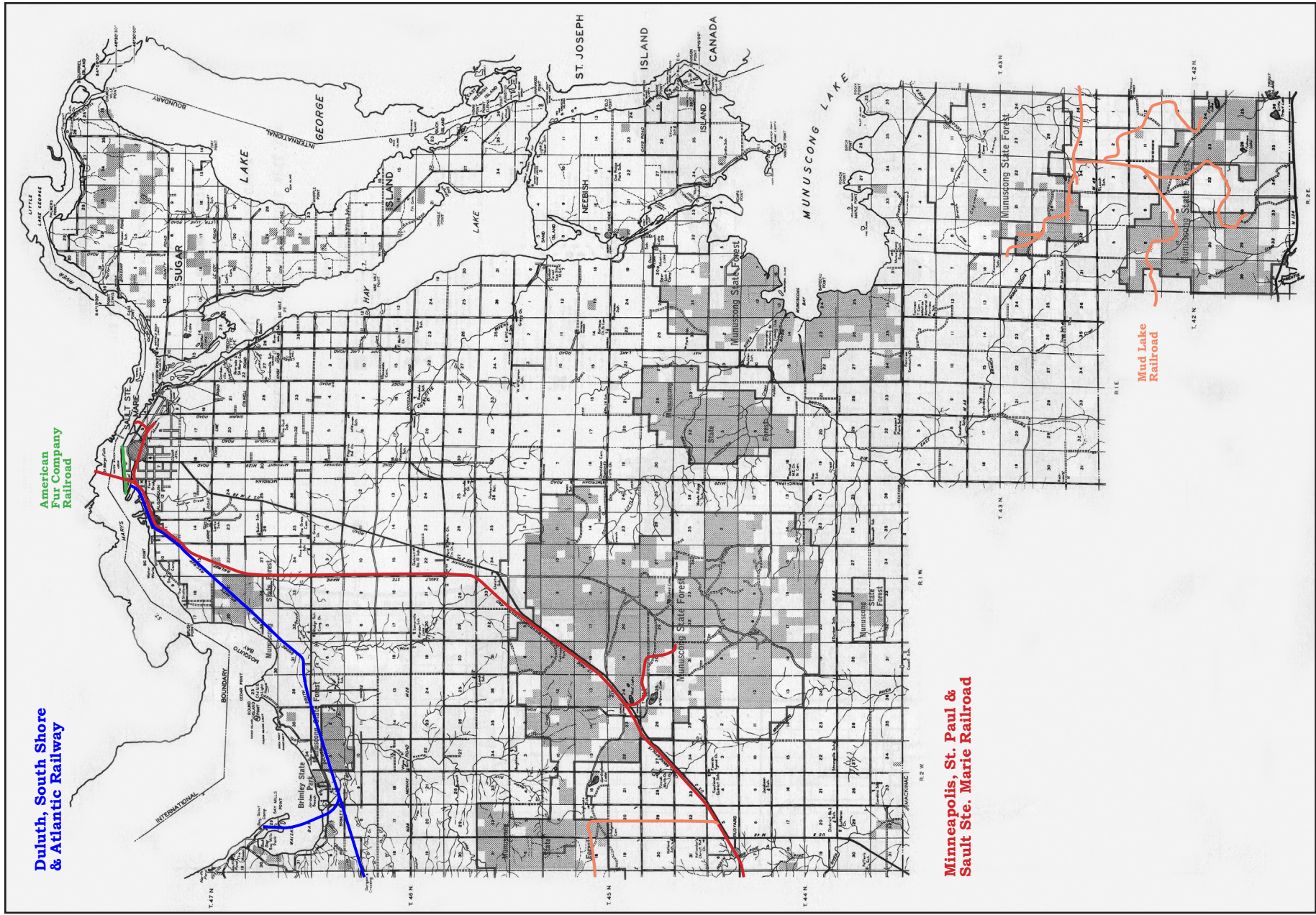
4-1 Pre-1839 American Fur Company Railroad Map

The **Bartlett Lumber Company** was owned by Canadian citizens. One of them was Henry J. Bartlett, a resident of Simcoe County, Ontario. The Calumet & Hecla Mining Company had bought a sawmill at Shelldrake from Penoyer Brothers in 1899. That transaction included nearby timberland. Until his accidental death in 1903, Constantine Culhane supplied logs to that mill by rail. By 1907, the sawmill and timberland had come under control of the Bartlett Brothers, for American Lumberman's Sawmill Equipment Register, published that year, notes that the Bartlett Lumber Company was located at Shelldrake and operated a 30-mile, standard-gauge logging railroad. In the map on page 33, it is somewhat uncertain which grades were built by Culhane, and which by the Bartlett Lumber Company. The mill at Shelldrake burned in 1910 and was rebuilt. Communities named "Bartletts" sprang up near the Bartlett logging line in Chippewa County (in Section 21, Township 50 North, Range 6 West) and in Luce County (in Section 22, Township 50 North, Range 8 West).

American Lumberman's 1915 Sawmill Equipment Register reports that the logging company of Moore, Park & Sharp was supplying the logs arriving at the Shelldrake mill by rail; the railroad was 26 miles long. The loggers were also sending logs to the Chesbrough Brothers mill at Emerson, at the mouth of the Tahquamenon River. Of uncertain significance is the fact that the Shelldrake mill was identified as the "mill of Calumet & Hecla Mining Company."

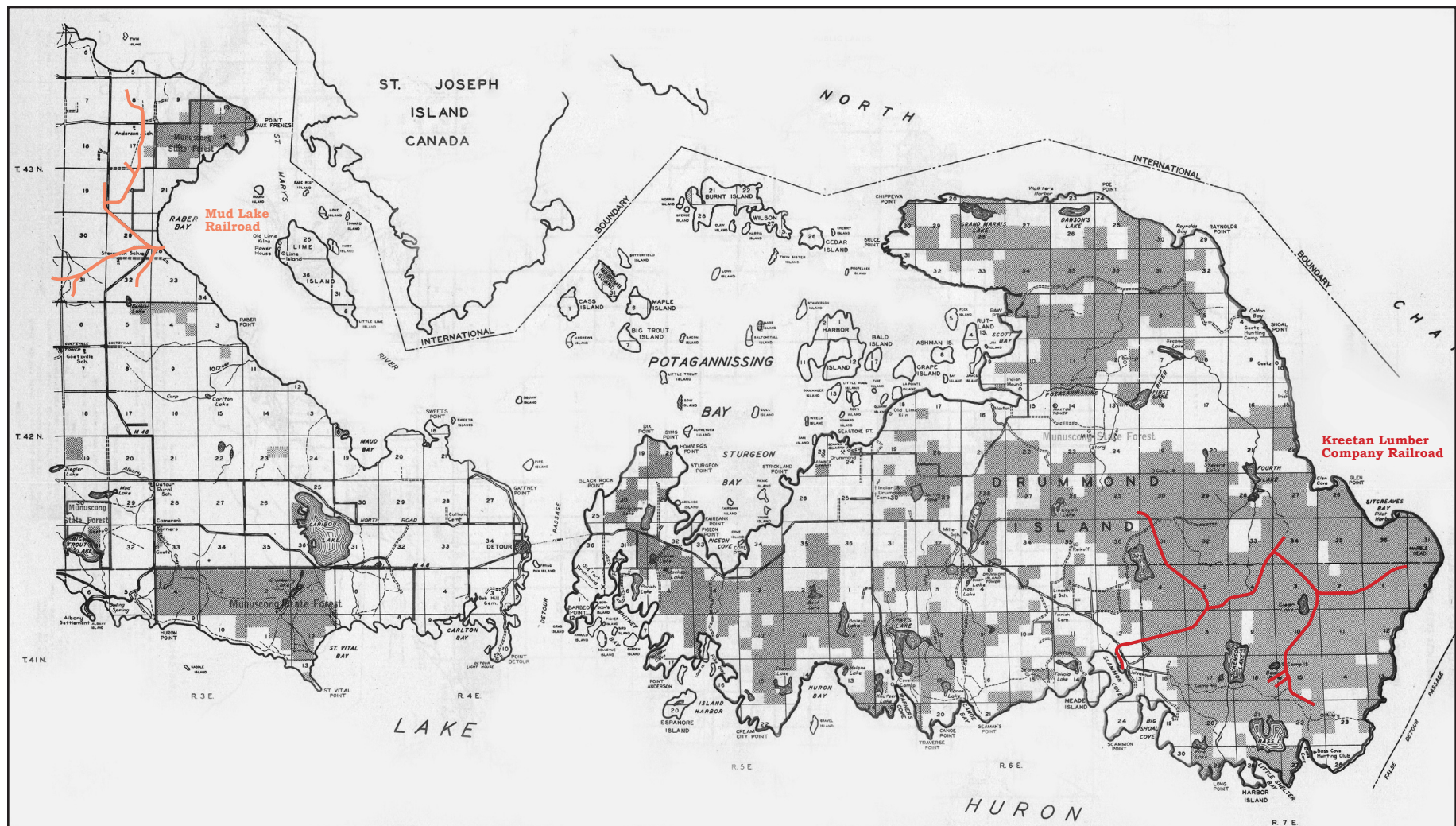
Southern Lumberman's 1917 and 1924 editions of Directory of American Saw and Planing Mills both list the Bartlett Lumber Company as operating a 26-mile railroad. Figure 4-2 is part of the 1922 Sanborn Fire Insurance Company map of the mill at Shelldrake. The Shelldrake mill burned again in 1925 and was not rebuilt. The exact date when the railroad was abandoned could not be established.



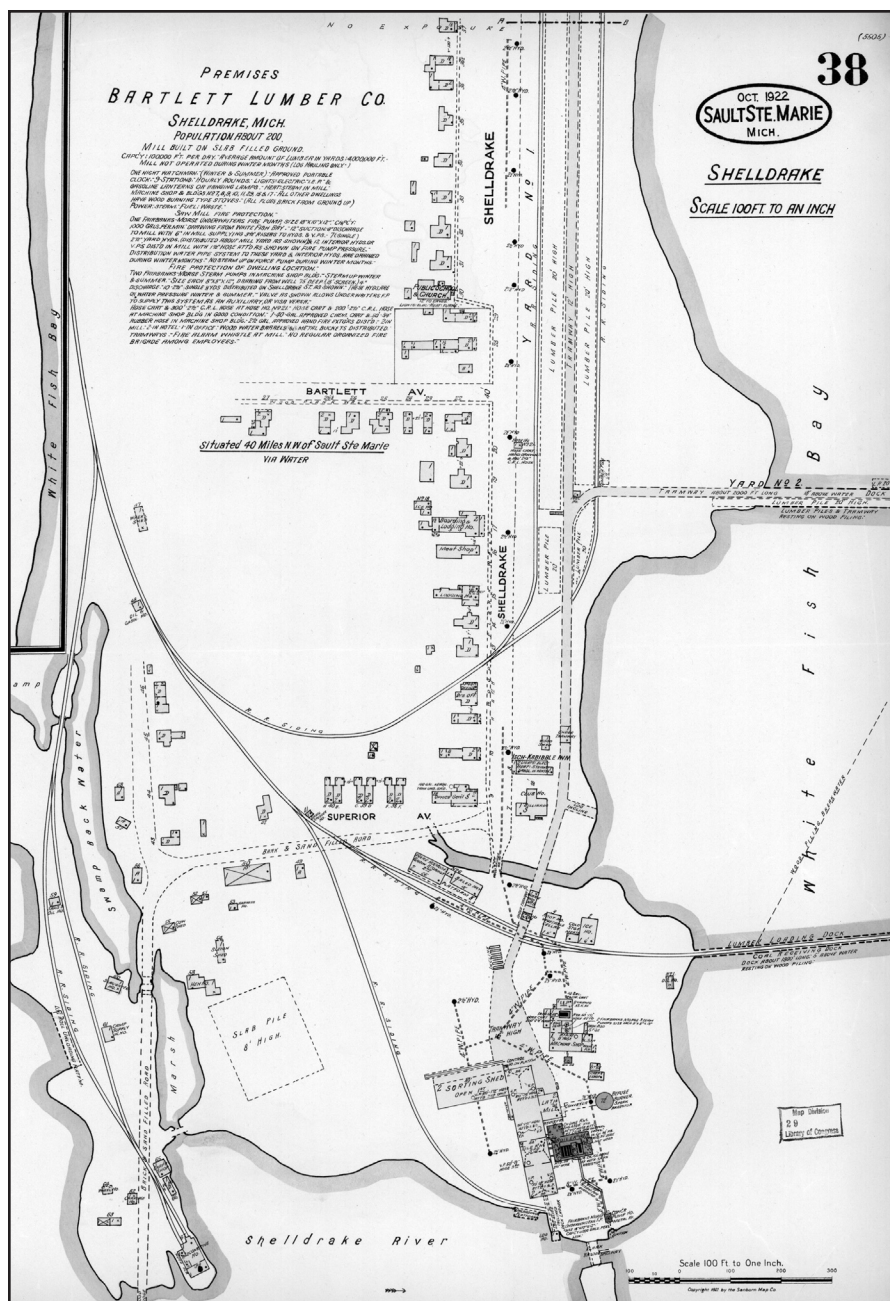


Central Part of Chippewa County









4-2 1922 Sanborn Map-Bartlett Mill at Shell Drake

Several organizations were part of the history of the **Cadillac-Soo Lumber Company**, and its logging railway system. They include the Cadillac Chemical Company (which became the Cadillac Lumber & Chemical Company), Richardson & Avery Company, the Michigan Forest Products Company, and the Raco Land & Timber Company.

The Cadillac Chemical Company was incorporated at Cadillac in 1904 as a cooperative effort of three local businesses: Cobbs & Mitchell, Cummer & Diggins, and Mitchell Brothers. Using waste material generated by the logging of the three companies, the chemical company produced wood alcohol, acetate of lime, and charcoal at a plant south of Cobbs & Mitchell's Cadillac mill. That facility operated until 1926.

The business was reorganized in 1919 as the Cadillac Land & Chemical Company. The 18 February 1922 *Michigan Manufacturer and Financial Record* reports "Recently the (Cadillac Lumber & Chemical) company, with C. T. Mitchell, Cobbs & Mitchell, Joseph Murphy, Murphy & Diggins Lumber Company, bought 32,000 acres of hardwood timber . . . All the timber is located in Chippewa and Mackinaw Counties." The article also mentions that: "One of the few important industrial changes in northern Michigan scheduled to take place during the year, despite the unsettled business conditions, is the contemplated removal of lumbering, chemical, floor manufacturing and charcoal plants of the Cadillac Lumber & Chemical Company from Cadillac to Sault Ste. Marie. . . . Before the company can begin manufacturing operations in the Soo, the construction of a sawmill, charcoal plant, chemical plant and flooring mill will be necessary."

Meanwhile, the Richardson & Avery Company was incorporated in Chippewa County in 1914. The company's headquarters was at Raco, which was a newly organized community which took its name from the initials of the logging company (**R**ichardson, **A**very & **C**ompany). Richardson & Avery owned 36,000 acres of timber in Chippewa County. Lloyd M. Richardson of Saginaw was President, and Robert K. Richardson, Sewell L. Avery, and



Waldo A. Avery, Jr., were board members. The company does not appear in American Lumberman's 1915 Register of Sawmill Equipment. However, by 1917, Richardson & Avery had a logging railroad in operation. That year's Southern Lumberman's Directory of American Saw and Planing Mills reports a twenty-mile system, using 45-pound rail.

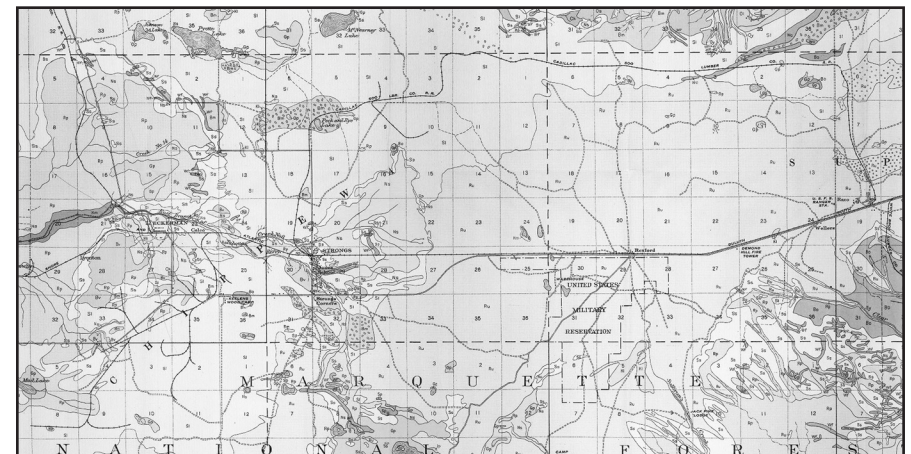
Also incorporated in 1914 was the Michigan Forest Products Company. Its headquarters was at Muskegon, but it operated a sawmill at Strongs, west of Racoon, on the Duluth, South Shore & Atlantic Railway. However, the history of railroad-related logging at Strongs predates 1914 by several years. Michigan Place Names declares: "STRONGS, Chippewa County: Mr. Strong loaded logs on the Duluth, South Shore & Atlantic Railroad here and it was called Strongs Siding; in 1899, some fifteen families came to work in a shingle mill here for Eugene A. Turner of Petoskey; when Mr. Turner became the first postmaster on October 11, 1899, the name Turner was suggested for the office, but he declined and recommended that they just drop the word Siding and call it just Strongs; the post office operated until June 30, 1963."

The 27 November 1897 *Northwestern Lumberman* reports that "Frank Perry of Sault Ste. Marie is putting in 5.0 miles of spur track to connect with his logging railroad, which joins the Duluth, South Shore & Atlantic road at Strong's Siding, in Chippewa County. The spurs penetrate a fine body of pine, which will be cut this season. Logs to be taken to the Hall and Munson Company mills. C. B. Smith has charge of the operation." Perry was a Sault Ste. Marie businessman and politician who bought and sold numerous properties in Chippewa County.

Returning to the Michigan Forest Products Company, it seems likely that it reactivated at least some of Perry's earlier right-of-way, connected to Strong's Siding. Southern Lumberman's 1917 Directory of American Saw and Planing Mills notes that that company had a six-mile logging railroad that used 60-pound rail. The company was bankrupt by 1922 and sold its mill at Strongs to the Chippewa Lumber Company. Apparently, the logging railroad was not part of the transaction. In 1923, the

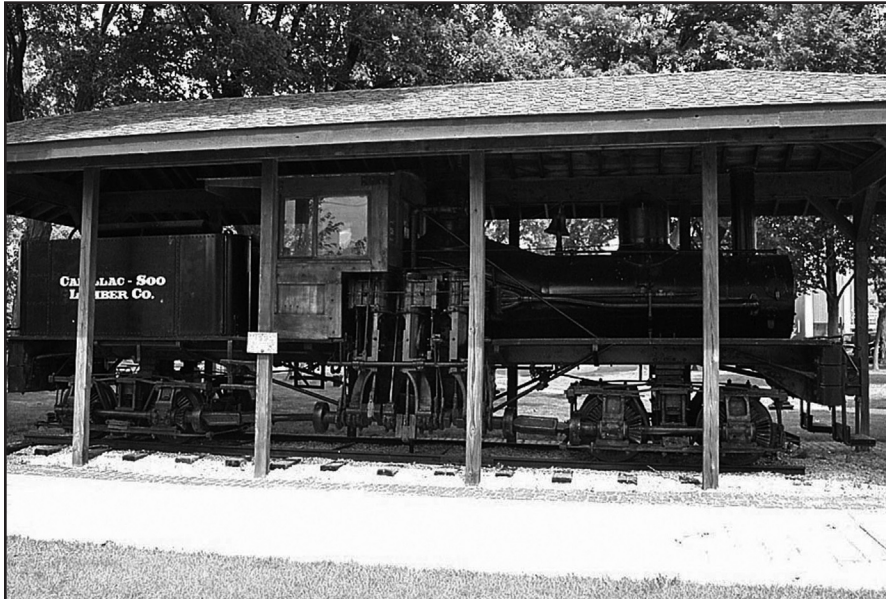
Chippewa Lumber Company sold a Shay locomotive, acquired in the purchase, to the Hersey Gravel Company of Hersey, Michigan.

Richardson & Avery merged with the Cadillac Lumber & Chemical Company in 1923 to form the Cadillac-Soo Lumber Company. The Racoon Land & Timber Company was included in the merger. It had been incorporated earlier in 1923 to consolidate the Racoon-area interests of William B. Mershon and George B. Morley, of Saginaw. The new company owned a large amount of timberland around Strongs, and evidently, some of the previous Michigan Forest Products Company grades were reused (for the third time) by the Cadillac-Soo's railroad. In the map on page 33, which organization originally constructed any specific grade could not be determined precisely. Please note Cadillac-Soo camps in Sections 4 and 8 of Township 46 North, Range 5 West, and on the border between Sections 10 and 11, Township 45 North, Range 6 West. Figure 4-3 is part of the 1924 *Soil Map, Chippewa County-Western Sheet*. The Cadillac-Soo Lumber Company mainline is illustrated.



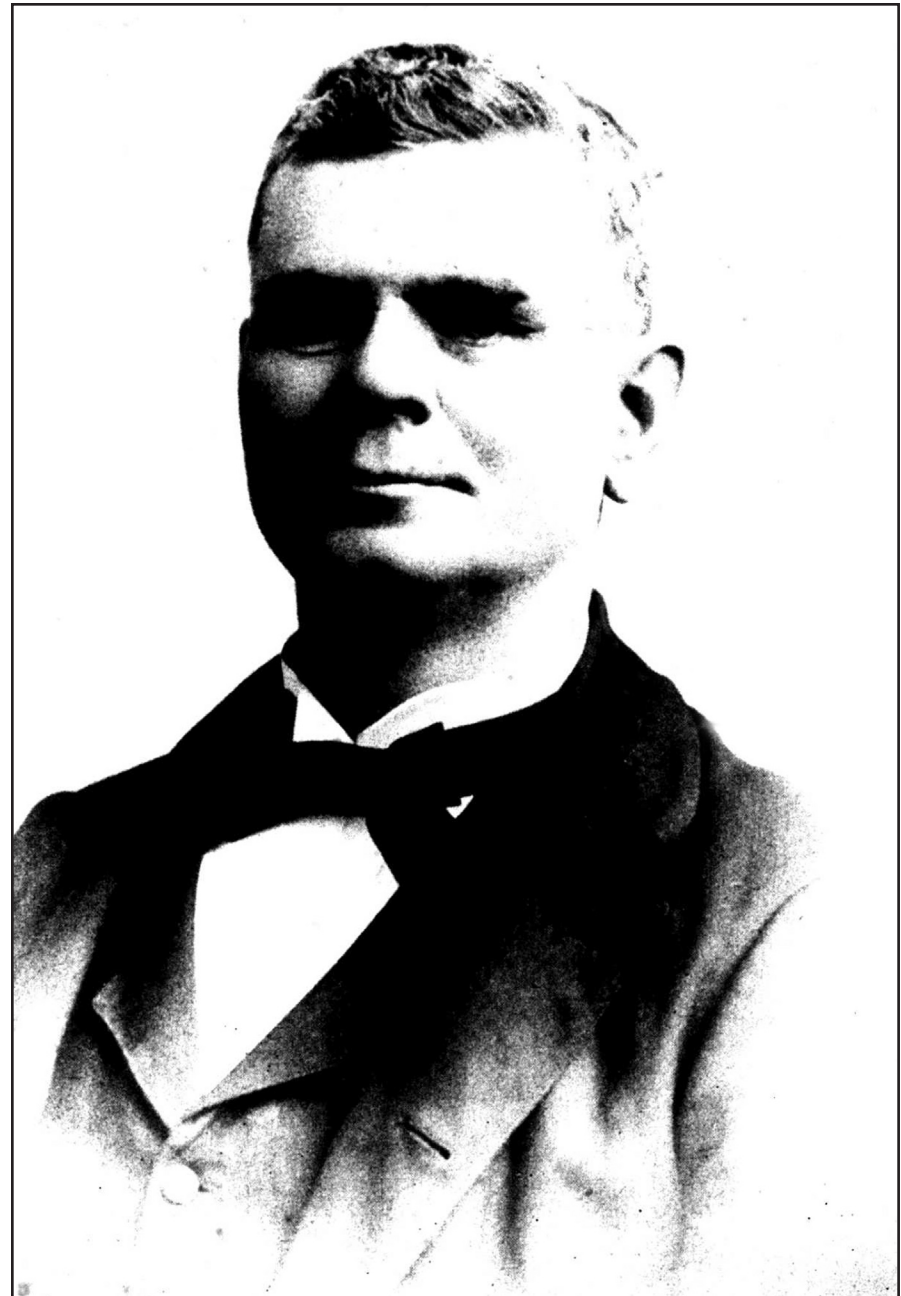
4-3 1924 Cadillac-Soo Lumber Company Railroad

This was one of the last large-scale logging railroads to operate in the Upper Peninsula. At one time or another, it operated at least two Shay locomotives. The United States Gypsum Company sold its #2 to Richardson & Avery, at Racoon; that engine eventually became #2 on the Cadillac-Soo Lumber Company railroad. Shay locomotive #3, used by Cadillac-Soo until 1956, is currently on display at City Park in Boyne City, Michigan. This engine began its logging career on the Boyne City & Southeastern Railroad and also spent time on the Michigan Forest Products railroad before being purchased by the Cadillac Land & Chemical Company; it then became part of the Cadillac-Soo Lumber Company's roster of locomotives. Figure 4-4 is a modern photograph of that engine.



4-4 Shay Engine #2 at City Park in Boyne City

**Cornelius “Con” Culhane** was a larger-than-life logger and railroad man who worked as a jobber on timberland owned by other parties. Ida M. Springs’ article “White Pine Portraits: Con Culhane” delivers a romanticized account of his life. It is also the source of the portrait seen in Figure 4-5. The author describes him as one of

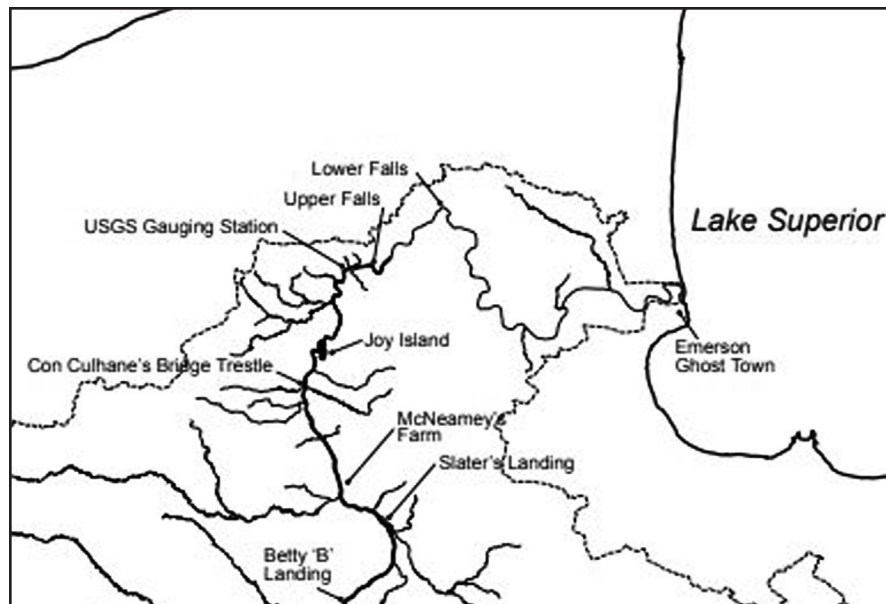


4-5 Portrait of Cornelius Culhane



the “self-made barons of northern Michigan’s golden era of white pine. Con Culhane, a gutsy Irishman with fists as swift as his tongue, was one of the most colorful of these.” He and his wife started out their life together on a small farm at Port Austin, “near the tip of the Thumb in lower Michigan.” Not satisfied with the life of a farmer, “by 1893, Con was in the Upper Peninsula, logging the Little Two Heart Tract owned by Patrick A. Deucey and John Torrent (that timberland was in Luce County). . . . By this time, they were logging by railroad. . . . Con named his engine the *Ellen K.* after Mrs. Culhane.”

Figure 4-6 is part of a map called *Tahquamenon River Assessment* prepared by the Michigan Department of Natural Resources. It shows “Con Culhane’s Bridge-Trestle” on the Tahquamenon River, above the river’s Upper and Lower Falls. That trestle, in Luce County, was part of the mainline used to get logs from the Little Two Heart tract to a log dump 5.5 miles down river from the Lower Falls, at a place in Chippewa County called White House Landing (in Section 15, Township 48 North, Range 7 West).



4-6 2008 Culhane Trestle on Tahquamenon River

When Culhane finished the contract in Luce County, he used a novel method to move his logging outfit and railroad to a new location, which was to be headquartered on Lake Superior, at Shelldrake. *Deep Woods Frontier* describes the process: “When he finished one job, and moved to another, he would transport his entire outfit by train, pulling up the tracks behind him, laying new rails in front.” That method was generally used during winter months when it was necessary to cross swamp land.

The Calumet and Hecla Mining Company bought the sawmill at Shelldrake in 1899, and Culhane continued to use his railroad to supply it with logs. Springs’ article reports on the accidental death of Culhane in 1903: “He was killed dramatically, as he had lived, on his own logging train while on the Calumet and Hecla job near Shelldrake.”

The Detour Lumber & Cedar Company was incorporated 2 November 1894 with headquarters at Chicago and a mill at Detour. It seems likely that the **Detour & Western Railroad** was associated with it. *Michigan Railroads & Railroad Companies* reports that The Detour & Western Railroad existed in Chippewa County, but provides no additional information. However, the section *Forest and Ore Roads* included in *The Michigan Book*, published in 1901, describes it as “Detour & Western, Chippewa County, 6 miles.”

The railroad does not appear in the 1900 *Michigan Railroad Appraisal* published by the Michigan Board of State Tax Commissioners. It is absent from the 1907-8 *Polk’s Lumber Directory*. The Detour Lumber & Shingle Company was dissolved in 1908.

A legitimate question exists as to whether this railroad was ever more than just a paper proposal. Almost all the timberland controlled by the Detour Lumber & Cedar Company was on Drummond Island; logs harvested there would have been rafted to the mill at Detour. High-resolution, recent LiDAR imagery of Detour and the territory to the west has been examined, with no telltale signs of railroad logging being found.



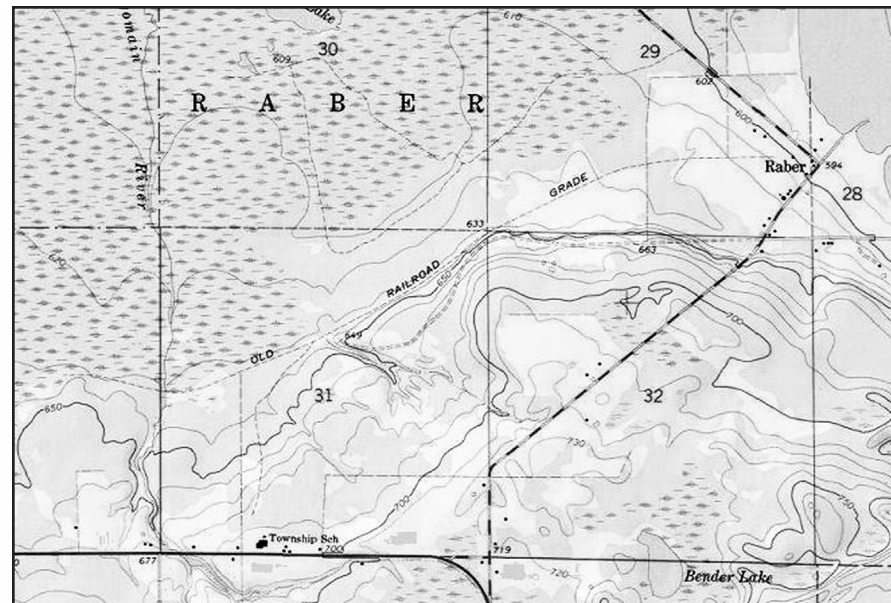




4-8 Two Kreetan Lumber Company Locomotives

sawmill, which would then be shipped from Scammon Cove. . . . In 1925, the Johnswood mill shut down, the post office closed in 1927 . . . .”

The **Mud Lake Lumber Company** was headquartered in Cleveland, Ohio. Stalwart History & Recipes by R. B. Crawford reports that the company put in a logging railroad at Raber, on the St. Mary’s River, about 1900. It can be seen on the Chippewa-East map at the beginning of this chapter. Polk’s 1910 Lumber Directory lists thirteen miles in operation. The 1915 edition of American Lumberman’s Sawmill Equipment Register notes that the line owned two locomotives and was then eight miles long. The line was fifteen miles in length when reported in Southern Lumberman’s 1917 Directory. The 1924 edition of that Directory does not show a railroad in use. Part of the grade leading southwest, from Raber, is visible in Figure 4-9, which is part of a USGS Topographical map.



4-9 USGS Map-Mud Lake Lumber Company RR Grade

The streetcar system of Sault Ste. Marie began with the incorporation of the **Sault Ste. Marie Street Railway** on 17 August 1887. The line commenced operating in 1888 and was sold in 1901 to Trans-St. Mary’s Traction Company. Figure 4-10 is part of a 1915 Sanborn Fire Insurance Company map of Sault Ste. Marie, with most of the trolley lines visible. Trolley service directly to Canada never materialized; passengers and freight were transported across the St. Mary’s River by ferries owned by the International Transit Company of Sault Ste. Marie, Ontario. Figure 4-11, courtesy of the Sault Ste. Marie, Ontario Public Library, is a photograph of one of those ferries.

The car barn for the trollies was on East Easterday Avenue, immediately east of Johnstone Street. Figure 4-12, also from the 1915 Sanborn Fire maps, displays the system’s car barn. The street railway system was purchased in 1919 by the Trans-St. Mary’s Traction Company. The last car ran on 8 July 1931.

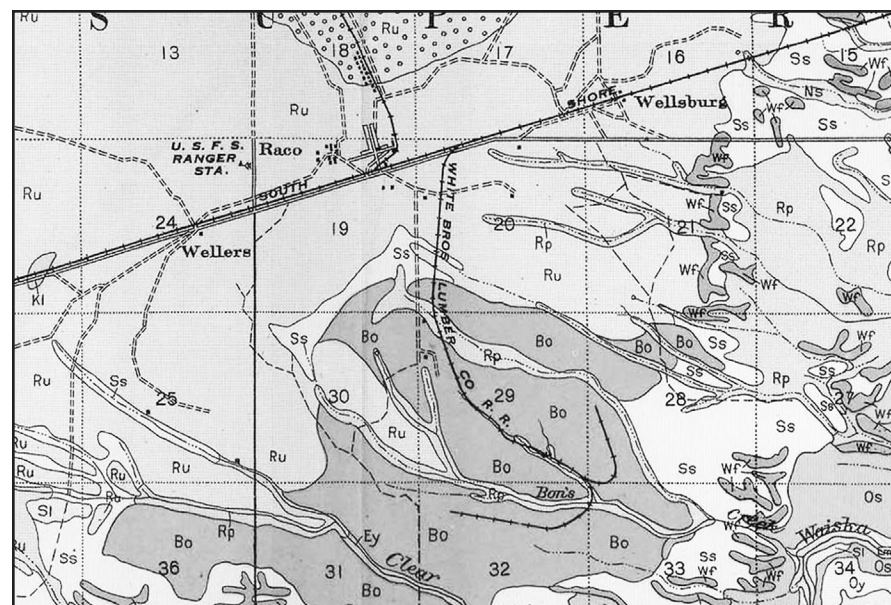




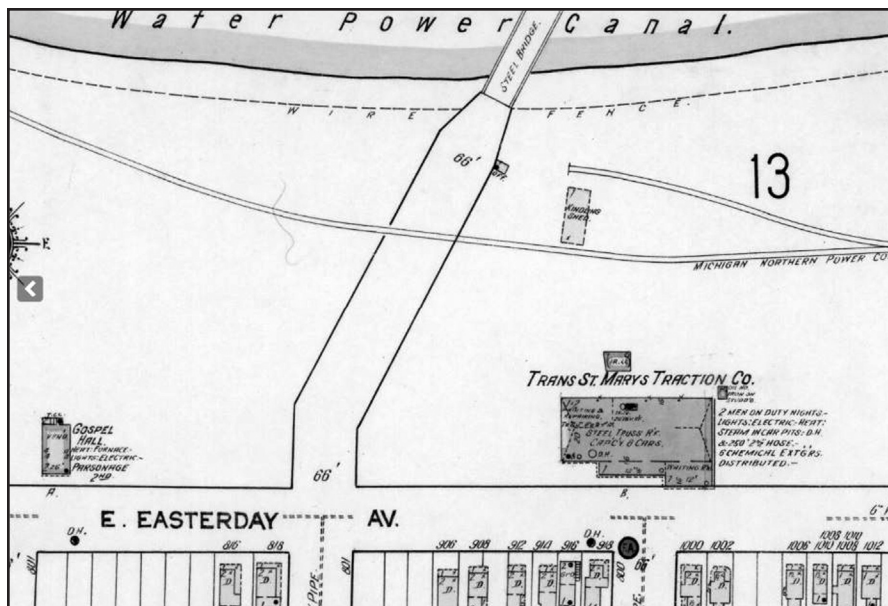




4-11 International Transit Company Ferry



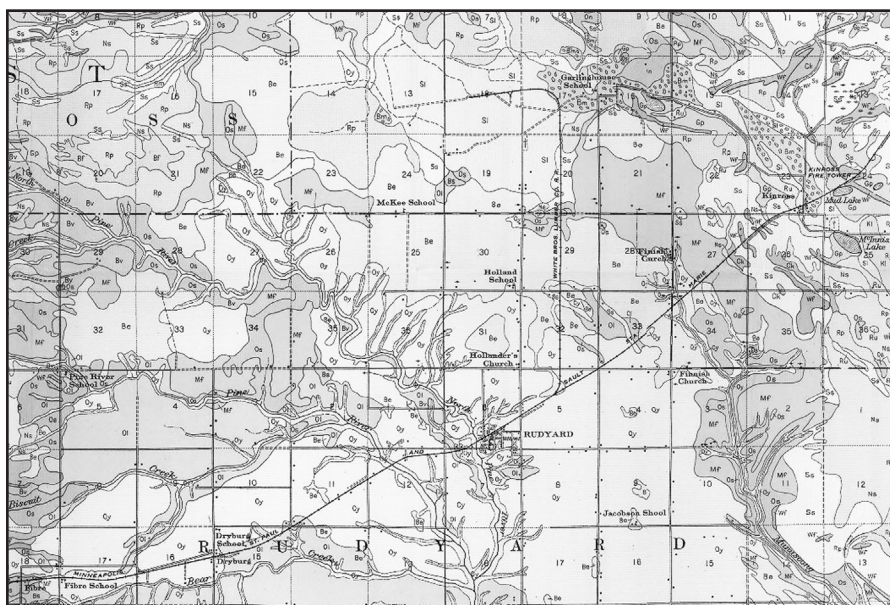
4-13 1924 White Bros. Lumber Co. RR East of Racine



4-12 1915 Sanborn Map-Car Barn on Easterday Ave.

The 1 December 1923 *Michigan Manufacturer and Financial Record* reports: "ACQUIRES VAST TIMBER TRACT - **E. H. Shelton & Company**, Muskegon, manufacturers of laboratory and school equipment, is building eight miles of private railroad trackage to provide an outlet for lumber produced on the company's recently acquired holdings near Eckerman, in the northern peninsula. The holdings in Chippewa County contain 30,000,000 feet of timber. The company will carry on its own logging operation. It has three mills in operation, one near Holton (Hulbert), another at McMillan, and a third at its Muskegon factory."

A complaint heard by the Michigan Public Service Commission, decree issued 23 September 1932, mentions that the company was sending 150 carloads of lumber per year to Muskegon from a sawmill at Eckerman. At about that time, the company switched to truck logging, but the mill at Eckerman continued sawing lumber. The mill burned in 1942 and was rebuilt; it closed permanently in 1958.



4-14 1924 White Bros. Lumber Co. RR NE of Rudyard

Michigan Railroads & Railroad Companies reports that the **Upper Michigan Logging Company** constructed a logging railroad at Seewhy, Michigan. Seewhy was a tiny community in Section 30, Township 46 North, Range 6 West. It received its name from Cornelius Y. (C. Y.) Bennett, who was postmaster there. He also operated the Bennett & Allen sawmill at Seewhy.

The Upper Michigan Logging Company was incorporated at Escanaba in 1916 and dissolved in 1921. I could find no formal association with the Bennett & Allen mill.

The 1924 *Soil Map, Chippewa County, Western Sheet* reveals two locations for a logging railroad identified as “**WHITE BROS LUMBER CO R.R.**” They are seen in Figures 4-13 and 4-14. Figure 4-13 shows one of them, immediately east of Raco. It was located on the Duluth, South Shore & Atlantic Railway in Township 46 North, Range 3 West. The other segment of railroad is visible in Figure 4-14; that line originated about a mile northeast of Rudyard. It was sited along the Minneapolis, St. Paul & Sault Ste. Marie Railway, in Township 44 North, Range 2 West.

White Brothers may have been the organization by that name which was incorporated at Boyne City in 1903. That organization consisted of William H. White and his two brothers, James A., and Thomas White. William H. White owned sawmills at Boyne City and also the Boyne City, Gaylord & Alpena Railroad.



# Chapter 5

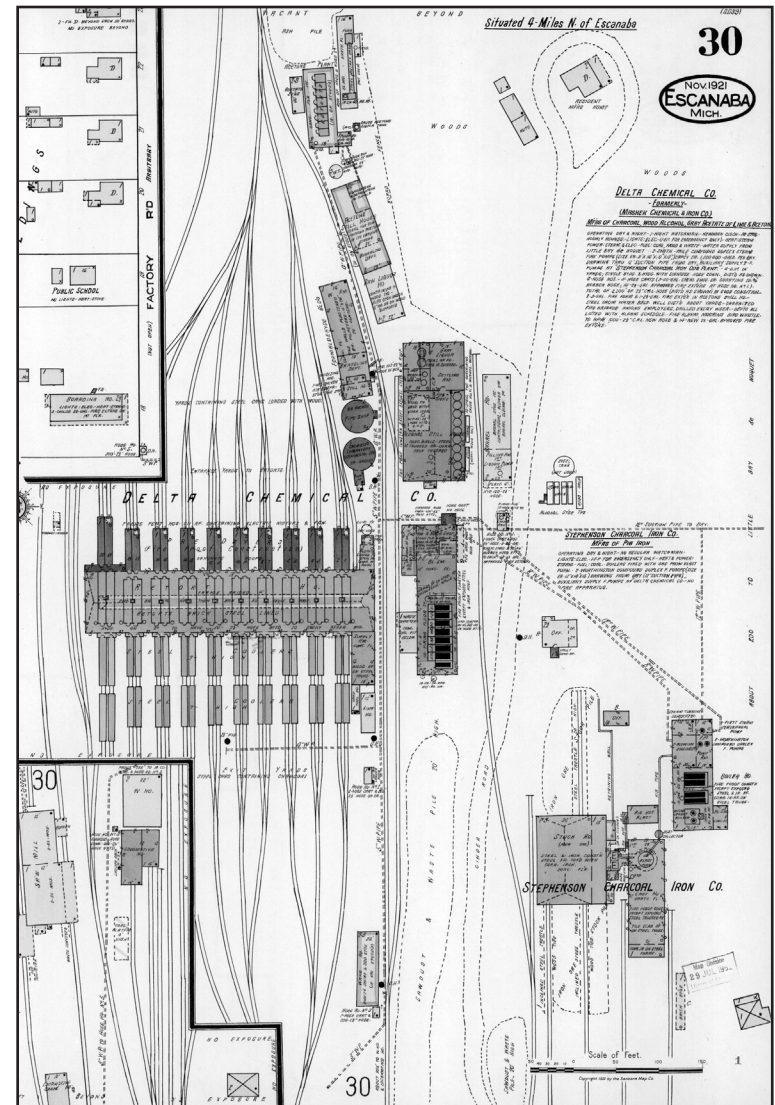
## Delta County

Michigan Railroads & Railroad Companies mentions that the **Delta Chemical Company** at Wells, immediately north of Escanaba, possessed a logging railroad. Michigan's Logging Railroad Era, 1850-1963, A Selected and Annotated Bibliography implies that at least some of the company's railroad was in Schoolcraft County.

The Delta Chemical Company was a successor corporation of the Mashek Chemical & Iron Company. There is no agreement among many sources regarding when the name change occurred, but the best estimate appears to be between approximately 1918 and 1921. The organization became the Delta Chemical & Iron Company in 1922. Figure 5-1 displays the Delta Chemical plant on the 1921 Sanborn Fire Insurance Company map of the area included with Escanaba.

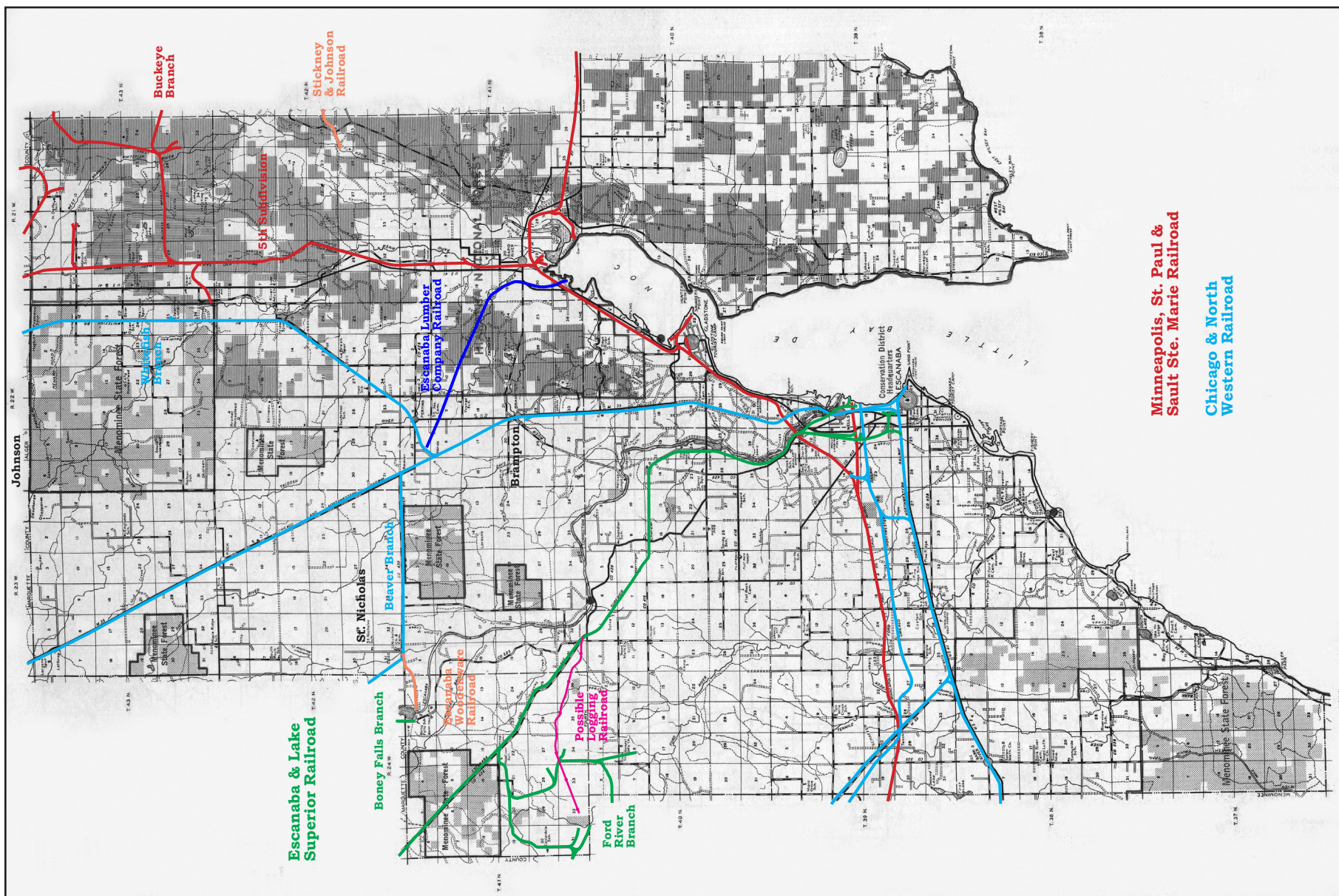
There is a suggestion that track in the company's plant at Wells was dual gauge, raising the possibility that the railroad reference above applies to narrow-gauge track used exclusively by the company at Wells. But the company might also have had a logging operation at some yet undiscovered location remote from Wells, in Schoolcraft County. Also, the Mashek Branch of the Escanaba & Lake Superior Railway must have been a source of raw material for the Mashek Chemical & Iron Company, but that branch was in Marquette County.

The history of the **Escanaba Lumber Company** has a close association with that of the Stack Lumber Company (formerly the Stack Mining Company) and the **Lake Michigan & Superior Railroad** (LM&S). The Escanaba Lumber Company was incorporated at Escanaba in 1892. It operated a sawmill at Masonville, north of Escanaba, at the northern end of Little Bay De Noc.



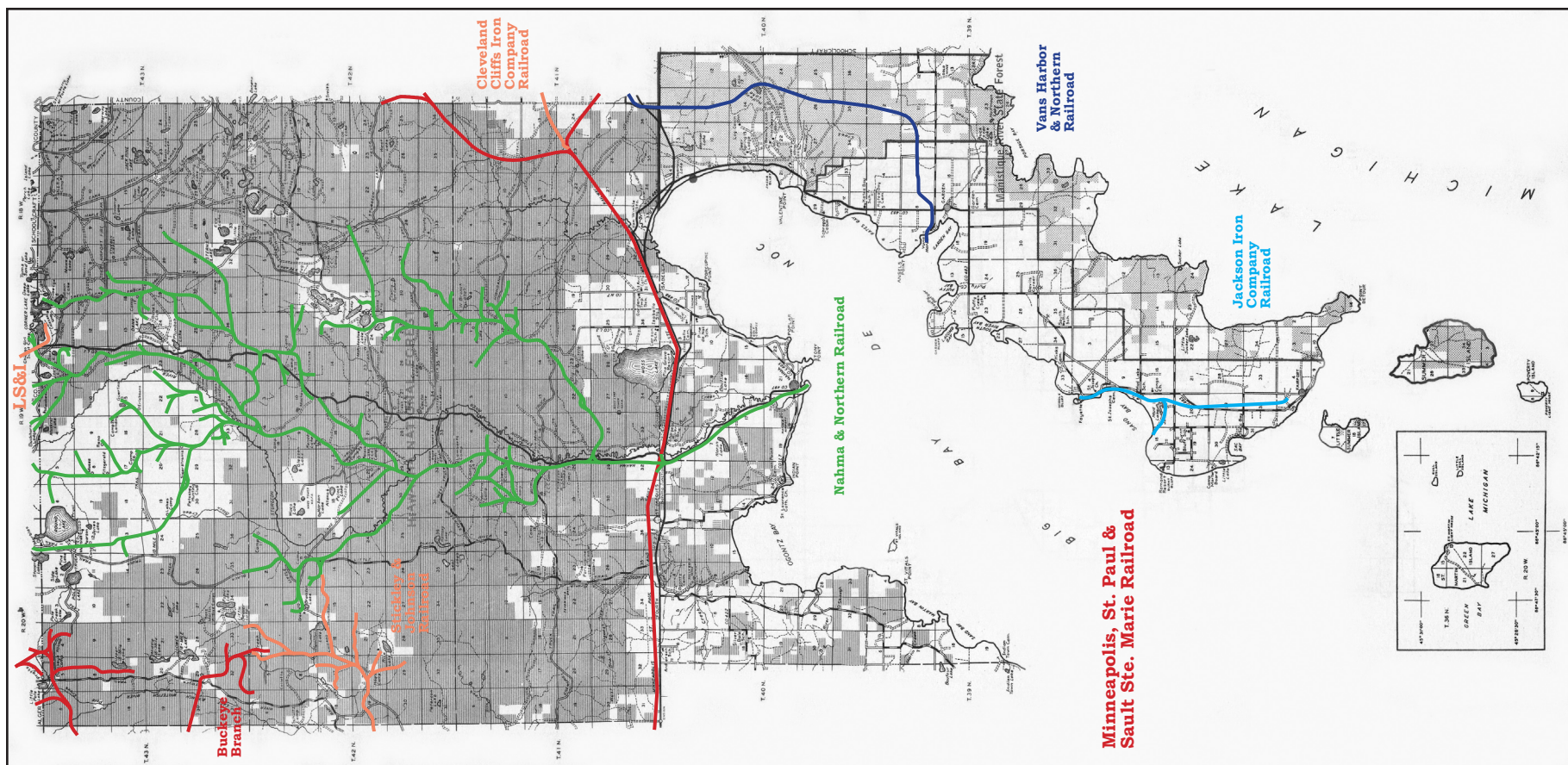
5-1 1921 Sanborn Map-Delta Chemical Plant





## West Part of Delta County





East Part of Delta County

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Under its own name, the Escanaba Lumber Company operated at least three separate segments of logging railroad. One, in Delta County, supplied the mill at Masonville using a right-of-way that led northwest from Masonville. The 9 April 1910 *American Lumberman* reports that it was four miles in length. It did not appear in lumber journals from 1912 and thereafter.

A second Escanaba Lumber Company railroad was in Mackinac County, where it connected with the Minneapolis, St. Paul & Sault Ste. Marie Railway (MSP&SSM) at Corrine. The junction point was in Section 31, Township 43 North, Range 11 West. American Lumberman's 1906 Industrial Statistics notes that it was ten miles long and was built to standard gauge.

More than a century after the first decade of the 20<sup>th</sup> century, it is difficult to determine just what the relationship was between the Escanaba Lumber Company and the Stack Lumber Company before 1914. Both entities existed until 1913, when the name of the Escanaba Lumber Company was changed to the Stack Lumber Company.

Michigan's Logging Railroad Era, 1850-1963, A Selected and Annotated Bibliography mentions that the Escanaba Lumber Company had built a second Mackinac County logging line during 1905. It originated at Pike Lake Station, in Section 2, Township 42 North, Range 12 West. This was the LM&S; in fact, it was constructed by the Stack Lumber Company. Initially, it was located entirely in Mackinac County.

Construction of the first four miles of the LM&S was finished late in 1905 between its origin on the MSP&SSM, and Bryan. Before long, an extension to an interchange with The Manistique Railway was established at McEwen Junction. Logs were transported to the Masonville mill of the Escanaba Lumber Company over the MSP&SSM.

The 1907 American Lumberman's Sawmill Equipment Register records only the Stack Lumber Company operating at Masonville; it was said to be the owner of 51 miles of railroad called the LM&S. It seems likely that this

total mileage includes the Escanaba Lumber Company track that originated at Corrine. Adding to the uncertainty existing about corporate ownership of these logging lines, American Lumberman's 1910 Sawmill Equipment Register lists only the Escanaba Lumber Company as present at Masonville, operating a seventeen-mile logging railroad identified as the LM&S.

On 17 December 1910, the LM&S acquired 24 miles of The Manistique Railway's abandoned right-of-way between Wilman and Seney. In 1914, that track was being operated under the name of the Stack Lumber Company railroad. Rails between Germfask and Seney were lifted in 1916 and in the Curtis area in 1917. Operation over the original LM&S trackage ended in 1921 and rolling stock was moved to Corinne for use on the former Escanaba Lumber Company railroad there.

There is no record of a Michigan incorporation of either a Lake Michigan & Superior Railroad or a Lake Michigan & Superior Railway. Regardless of its precise name, that entity maintained a roundhouse at Bryan, where its headquarters were located. The original northern terminal was at McEwen Junction, on the Manistique Railway in Section 18, Township 44 North, Range 12 West.

A 1960 article in *The Soo-Liner* (Volume 11, #1) mentions that operation of the LM&S ended in 1921; its equipment was moved to Corrine and continued to operate over the company's right-of-way originating there. Southern Lumberman's 1924 Directory continues to show the Stack Lumber Company using a logging railroad. Michigan's Logging Railroad Era, 1850-1963, A Selected and Annotated Bibliography reports that all rail operations ended in 1935.

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The **Escanaba Electric Street Railway** started carrying passengers in 1892. It was sold to Escanaba Traction Company in 1909 and then extended to Gladstone in 1910. Another branch of the line eventually connected Wells with Groos (formerly known as Flat Rock). Figure 5-2 is part of the 1913 Standard Atlas of Delta County.



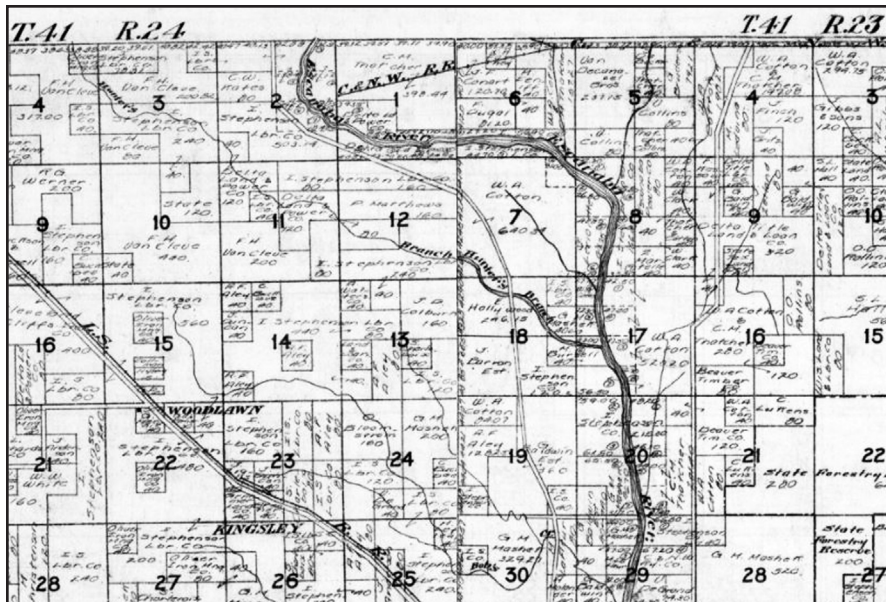
This is a detailed topographic map of the Little Bay area in Ontario. The map shows the coastline of Little Bay, with contour lines indicating elevation. A red line follows the shoreline of the bay. The map includes a grid with numbers (14-26 horizontally, 2-36 vertically). Key locations labeled include Gladstone, West Gladstone, Wells, Scanaba, Maywood, and Little Bay. Other features include Butler's Island, Squaw Point, Sand Point, and various schools and churches. The map also shows the Western R.R. and the St. Paul R.R. A red line traces a path along the shoreline of Little Bay.

**Table 7.**

Nonetheless, the business continued to operate under the name of Escanaba Wooden Ware Company for the rest of its corporate life. American Lumberman's 1910 Register of Sawmill Equipment notes that the Escanaba Wooden Ware Company was operating twelve miles of railroad, using one locomotive. The location was almost certainly somewhere along the Beaver Branch (which originated about four miles northwest of Brampton) of the Chicago & North Western Railway (C&NW). An article in the 11 November 1949 Escanaba Daily Press recalls that construction of the Beaver Branch began in 1905 and "This branch had many branches for logging purposes, one of which ended near Boney Falls Dam. . . . This territory is now the St. Nicholas Colony, started by Dr. Cotton and C. M. Thatcher of this city in 1912. These men had taken over a lot of the lands owned by the Woodenware Company." St. Nicholas is in Delta County, in the southeast corner of Section 31, Township 42 North, Range 23 West. Figure 5-3 comes from Hixon's 1917 atlas Michigan Northern. The branch mentioned above is seen as "C. & N. W. R. R."

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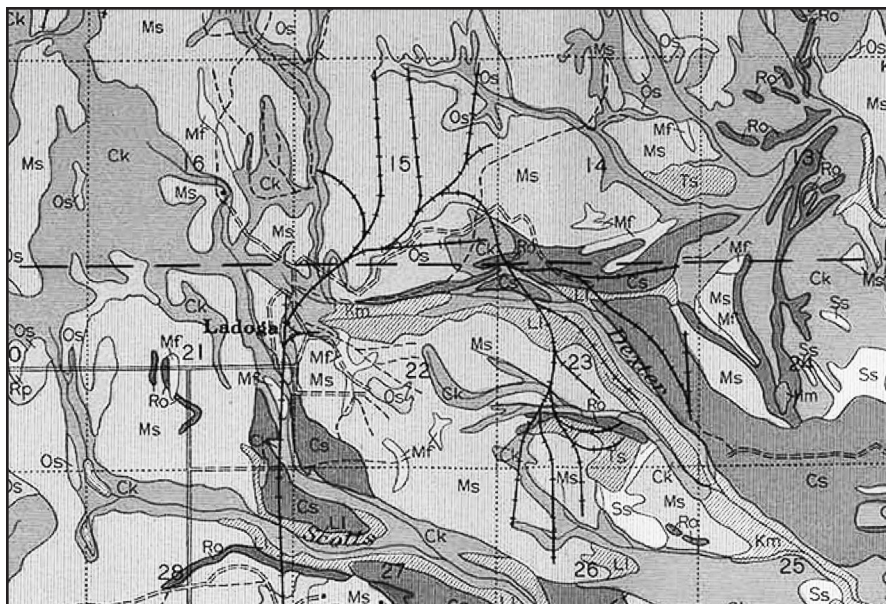
5-3 1917 Escanaba Wooden Ware Branch of C&NW

Volume 11 of *Michigan Manufacturer & Financial Record*, published in 1913, mentions that the Escanaba Wooden Ware Company employed 100 men near Brampton, on the Beaver Branch of the C&NW. The same company also had another large camp on the Whitefish Branch of the C&NW. Winde, in the northwest corner of Section 8, Township 41 North, Range 22 West, was where the Whitefish Branch originated.

The 29 January 1914 *Escanaba Morning Press* reports that the Escanaba Wooden Ware Company employed 600 men in its camps along the Beaver Branch of the C&NW.

American Lumberman's 1915 Register of Sawmill Equipment continues to document a twelve-mile railroad operated by the Escanaba Wooden Ware Company, with three additional miles under construction. Although the company may have had other segments of railroad which connected to the Whitefish Branch in Delta County, Ladoga (in Alger County, at the north end of the Whitefish Branch) is where the company had an extensive system of logging spurs.

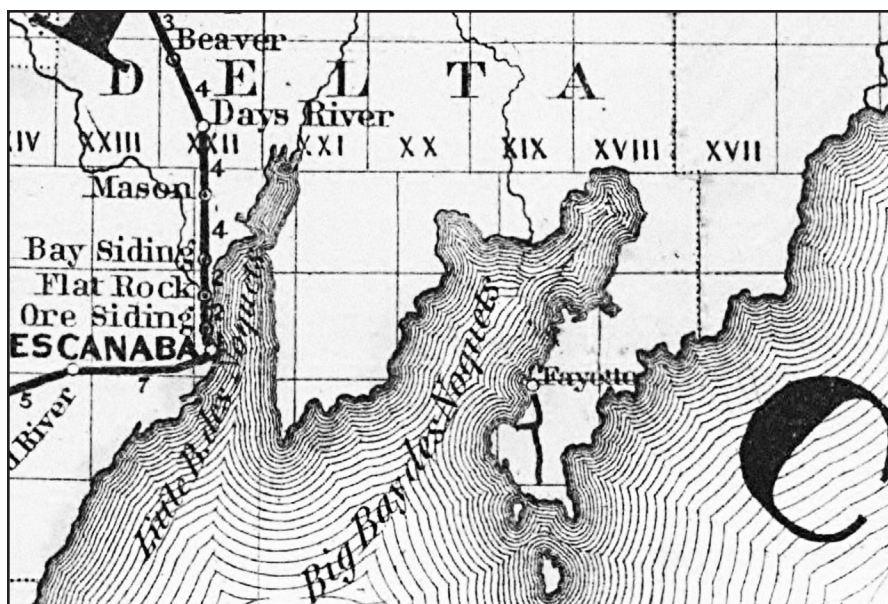
Alger County, A Centennial History notes that "Escanaba Woodenware had a general store in Ladoga which was run for a time by Jimmy Ray, a clerk for the Woodenware. By 1930, business had diminished drastically and in 1944, the end of an era was marked by the Northwestern's pulling up its track on the entire Whitefish Branch." Figure 5-4 is part of the 1929 Alger County Soils Survey map. The logging spurs are visible, as well as a wye at the north end of the Whitefish Branch of the C&NW. The Escanaba (Woodenware) Manufacturing Company ceased operating in 1930.



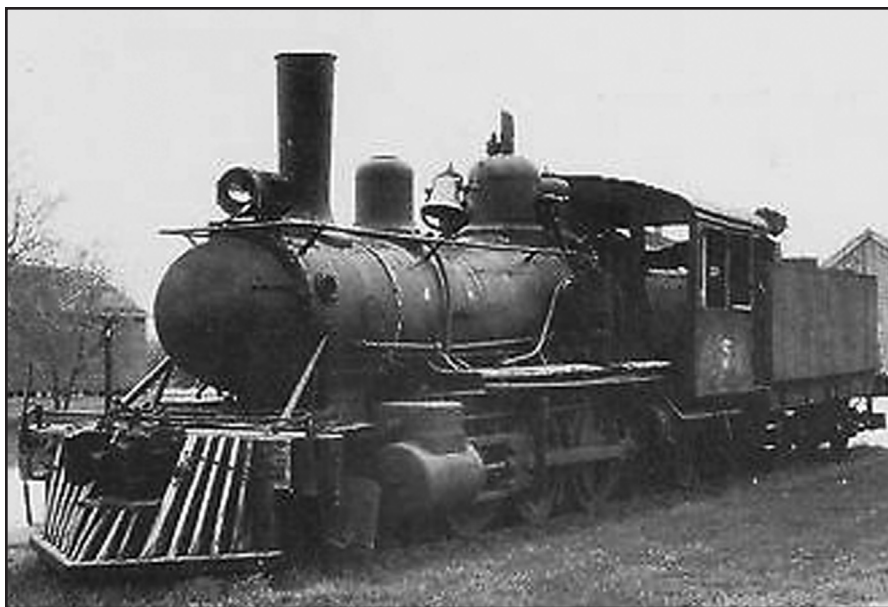
5-4 1929 Escanaba Wooden Ware Branches at Ladoga

The **Jackson Iron Company** began smelting iron ore at a community named Fayette in 1867. Charcoal used in that process was produced by numerous kilns that were located along a tram railway built about 1871. Originally, the tram had wooden rails. Later, 28-pound iron rails were substituted. Two locomotives operated on the line. Figure 5-5 is part of the 1876 *Railroad Map of Michigan*





5-5 1876 Tram Railroad at Fayette



5-6 A Nahma & Northern Railroad Engine

prepared for the Commissioner of Railroads. The extent of the tram line is visible. When the surrounding forest was completely harvested about 1891, the smelting process was halted, and the railroad taken up.

A lengthy history of the Nahma and Northern Railroad is found in Company Towns of Michigan's Upper Peninsula. Additional information is available at the web site <http://www.rgusrail.comminn5.html>. The Bay de Noquet Lumber Company was founded in 1881 by George Farnsworth, a partner in Wisconsin's Oconto Lumber Company. The company built a sawmill at Nahma in 1882.

During its first two decades of operation, most logs processed at the mill were pine; thus, they could be floated to Nahma using the Sturgeon River. Eventually, pine timber became scarce; to ensure a continued supply of logs, a railroad was needed. The **Nahma and Northern Railroad** began operating in 1902. At one time, the Bay de Noquet (later the Bay de Noc) Lumber Company owned 200,000 acres of timberland between Nahma and a point approximately seven miles from Lake Superior. Figure 5-6 is an image of one of the company's locomotives.

In the 1940s, even hardwoods were becoming logged out. Michigan's Logging Railroad Era, 1850-1963, A Selected and Annotated Bibliography reports that the railroad ceased operating in 1949. The entire Town of Nahma was sold to the American Playground Device Company in September of 1951 and the railroad abandoned at about that time. The purchaser planned to turn the town into a resort and to use some of the existing buildings to manufacture outdoor recreational equipment.

**Stickney & Johnson** was a logging company that harvested timber for the Garth Lumber Company. That lumber company had its sawmill at the community of Garth, located on the east side of the north end of Little Bay De Noc. The mill was built in 1870 by Joseph Peacock





5-7 1913 Vans Harbor & Northern Railroad

at a place called Peacock Point. Robert Peacock, an uncle of Joseph Peacock, had already acquired several tracts of timberland along the Whitefish River, which flows past Peacock Point, and also near Trout Lake.

Peacock sold his mill to Wisconsin's Garth Lumber Company in 1892. Evidently, much of the timber used by the mill was floated there on the Whitefish River. Later, Stickney & Johnson constructed a logging railroad to access acreage farther from the river. The 1 May 1902 *Hancock Evening Journal* reports that Stickney & Johnson had been logging for the Garth Lumber Company for several years; they were planning to pull up their railroad and move it to Minnesota. The Michigan Book from 1901 notes that this was an unincorporated railroad, twelve miles in length.

The Vans Harbor Land & Lumber Company was incorporated in 1906 with headquarters at Vans Harbor on Garden Bay, an inlet of Big Bay De Noc. Michigan's Logging Railroad Era, 1850-1963, A Selected and Annotated Bibliography reports that the company built the **Vans Harbor & Northern Railroad** during 1908. The line terminated in Schoolcraft County on the MSP&SSM at Cook's Mill. American Lumberman's 1910 Sawmill Equipment Register notes that the line was eighteen miles in length and used two locomotives.

The MSP&SSM may have contemplated acquiring the logging line, as suggested by Figure 5-7. This figure comes from the 1913 Standard Atlas of Delta County and depicts the course of the railroad. However, that acquisition did not take place; the railroad was eventually bought by the Garden Bay Railroad Company in May 1915. Michigan Railroads & Railroad Companies notes that the line ceased operating in June 1917.



# Chapter 6

## Dickinson County

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Michigan's Logging Railroad Era, 1850-1963, A Selected and Annotated Bibliography cites the 9 February 1878 *Lumberman's Gazette* as the source for the statement "When **R. J. Carney** had the problem of moving logs with no snow, he resolved it by loading them onto railroad cars and dumping them into the river at Sturgeon Bridge, near the Vulcan Mines." At first glance, this might be taken to mean that Carney had his own railroad. However, it seems more likely that logs were being carried to the bridge on the Chicago & North Western Railway (C&NW), which had been constructed in the vicinity of the Vulcan Mine during 1877. The dump site would have been in Section 13, Township 39 North, Range 29 West, immediately east of the mine. From there, logs would have been floated down the Sturgeon River, reaching the Menominee River. Probably a skid road was used to move logs to the C&NW from wherever Carney's logging operation was situated.

Carney may well have been Richard J. Carney of Bay City, Michigan. He was identified in both the 1870 and 1880 Federal censuses of Bay City as a lumber dealer. Michigan's Logging Railroad Era, 1850-1963, A Selected and Annotated Bibliography reports that in 1879, this man also operated a sawmill at Sterling, in Arenac County.

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The **Morgan Lumber & Cedar Company** was a business based in Oshkosh, Wisconsin and had a large mill at Foster City, Michigan. The company was incorporated in Michigan in December 1903 after purchasing the Foster City mill operated by the Harmon Lumber Company. J. M. Baker was the president, and J. E. Morgan, the secretary of the Morgan Lumber & Cedar Company; both lived in Oshkosh. R. W. Piece, Junior, was vice-president and lived in Foster City.

Review of available lumber journals reveals just one listing of a logging railroad associated with the company's Foster City operation. It occurs in American Lumberman's 1906 Industrial Statistics. No details were included. A possible course for this line is included in the map on page 55. That path is suggested by review of recent LiDAR aerial imagery. Figure 6-1 comes from a 1951 aerial photograph of Foster City.

Figure 6-2 is a post-1910 view toward the southwest, across the mill's log pond, which was created by damming the East Branch of the Sturgeon River. Figure 6-3 is a 1910 image looking southeast along the Chicago & North Western Railway where it crosses the East Branch of the Sturgeon River. The remnant of a possible railroad grade can be seen. Figure 6-4 is a 1910 view south along the old bridge (east of the position of the current one) across the river; the log dump on the mill pond is visible.

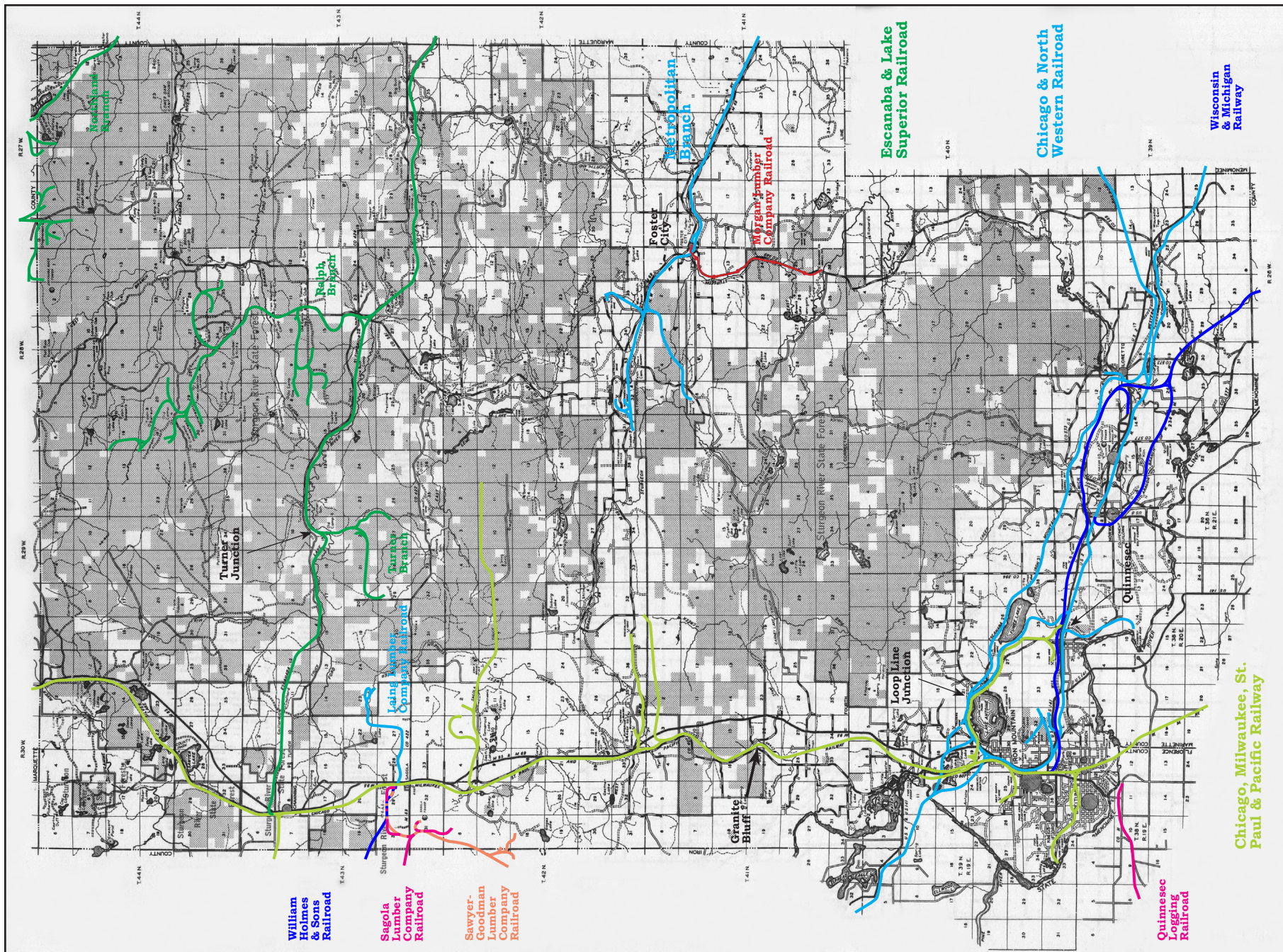
It seems likely that the company's logging railroad was present for just a short while, if indeed it ever existed. By 1908, when the photograph presented in Figure 6-5 was made, the company had started using steam log haulers and sleds, operating on ice roads. The Morgan Lumber & Cedar Company mill at Foster City ceased operating in 1923.

Please note that Figures 6-2 through 6-5 are included courtesy of *Early Dickinson County Sawmill Settlements*, compiled by William John Cummings.

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The Menominee River Lumber Company built a sawmill in 1872 at the place where Marinette, Wisconsin was later incorporated. Situated at the mouth of the river, pine logs were floated there from properties in both Wisconsin and Michigan. By 1878, the company was interested





# Dickinson County





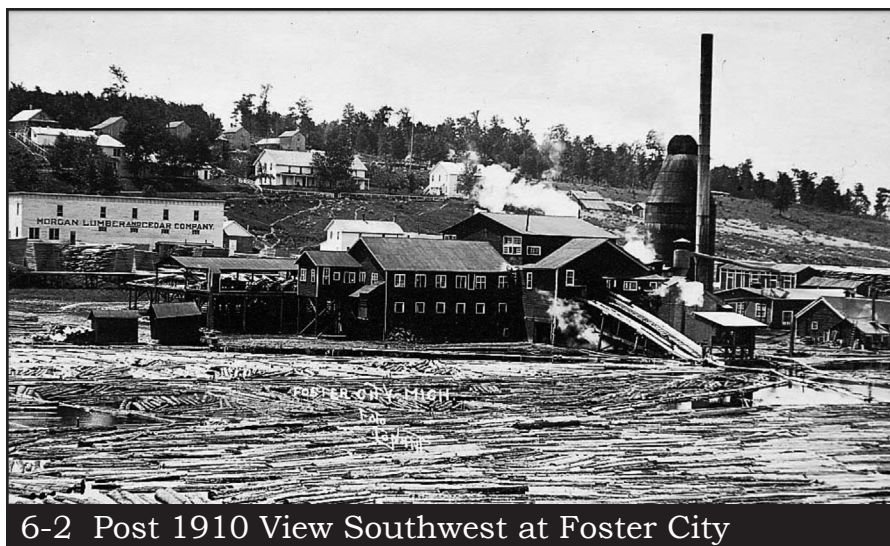
6-1 1951 Aerial Photograph of Foster City-Black Arrows Show Possible Grade

in construction of a standard-gauge logging railroad to access more remote Dickinson County timberland. To that end, land in Sections 14 and 15 of Township 39 North, Range 29 West, and Section 19 of Township 39 North, Range 28 West, was bought by the **Menominee River Railroad**. Those deeds were recorded in 1878. The

Menominee River Railroad was merged into the Chicago & North Western Railway in 1882.

The Menominee River Lumber Company mill was also supplied with timber by a fifteen-mile, narrow-gauge logging railroad in Florence and Marinette Counties,



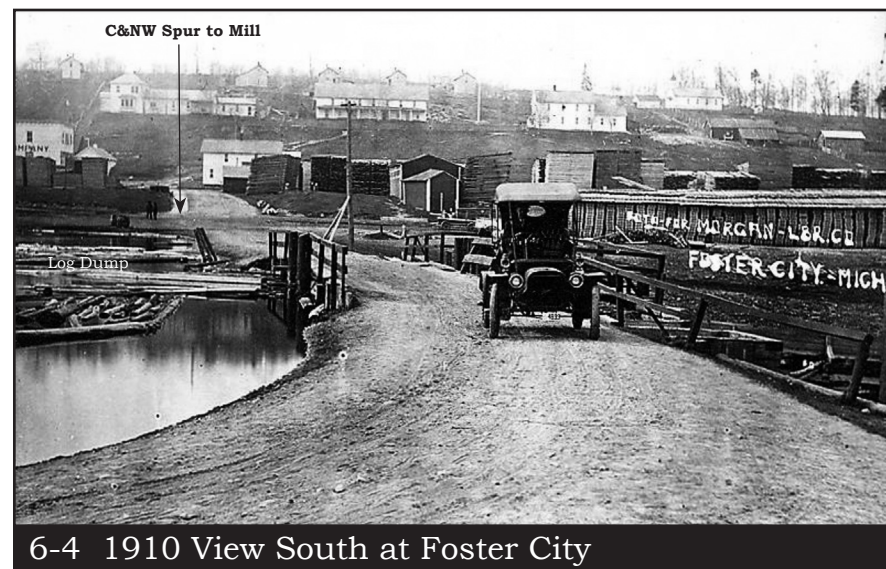


6-2 Post 1910 View Southwest at Foster City



6-3 1910 View Southeast Along C&NW R-O-W

Sagola is a Dickinson County community with a rich history of railroad logging. It starts with the **William Holmes & Son Lumber Company**. In 1881, the company began dumping logs at Holmes Landing, on the Michigamme River in Iron County. About 1886, a



6-4 1910 View South at Foster City



6-5 1908 Morgan Lumber & Cedar Company Ice Road

Wisconsin. It was operated by the **Quinnebec Logging Company**. Construction began in November 1891 at a log dump on the Menominee River, across the river from Kingsford, Michigan. The dump was in Section 11 of Florence County's Aurora Township. With exhaustion of timber resources, operation of the railroad ended in early 1903; in May, the rails were lifted.



narrow-gauge logging railroad was constructed to assist in harvesting timber from areas more distant from the landing, east of the river. Late in 1887, the Milwaukee & Northern Railroad (M&N-later, part of the Chicago, Milwaukee, St. Paul & Pacific Railroad-CMSP&P) built its line north from Iron Mountain to Channing (in Dickinson County). The new M&N was in the region east of the Holmes logging operation. At about that time, Holmes (or Holmes Siding) appears on contemporary maps that included the M&N; it was located at the place which would later become Sagola. Available records are unclear as to whether the Holmes railroad actually extended as far east as Holmes Siding; perhaps the siding was just a place where supplies were conveniently received, and then forwarded west by wagon to the Holmes operation.

Figure 6-6 is a circa 1886 image of a locomotive used by the William Holmes & Son Lumber Company. It appears courtesy of William John Cummings, who mentions that

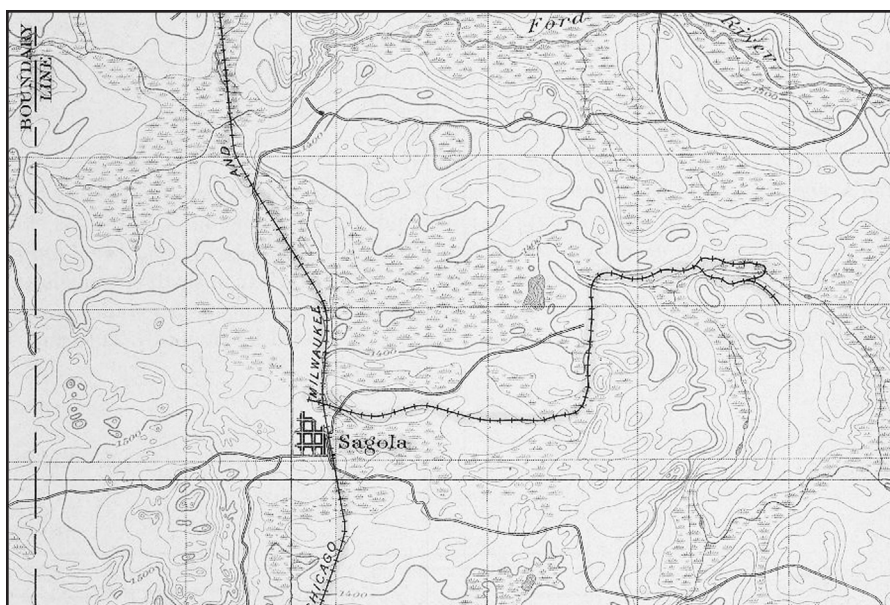


6-6 1886 Holmes & Son Lumber Company Engine

the image was made either at Holmes Landing or Holmes Siding. In Iron County, one specific location being logged that year was Section 26, Township 43 North, Range 31 West (in Mansfield Township). Holmes Lake is also in that general area, in Section 24 of the same township and range. The 1887 edition of Poor's Directory of Railroad Officials reports that William Holmes & Son used a 36-inch gauge, four-mile logging railroad in Iron County, operating with one locomotive. Cummings adds that the line operated for six years, until 1893.

The **Laing Lumber Company** was the second organization to log by rail in the Sagola area. The 21 September 1889 *Norway Current* reports "Friday of last week the writer visited the new mill of the Laing Lumber Company at what has been known as Holmes Siding, 20 miles north of Iron Mountain. . . . On the east side of the mainline (the M&N) and almost opposite the mill is a small creek with a number of swamps and small ponds to feed it, and this creek has been converted into a canal which passes under the railroad to carry the logs into the pond . . . . The logs, of which the company has already secured about 30 millions of feet, will be brought as far as the canal above mentioned on a tram road, of which about a mile and a half will be finished during the present month." Early Dickinson County Sawmill Settlements reports that the Laing Lumber Company bought timberland east of Sagola from the Lake Superior Ship Canal & Iron Company, and "A narrow-gauge logging railroad was built to haul the logs to the mill." Figure 6-7 is part of the 1895 USGS map of Sagola Quadrangle, which shows that segment of railroad.

The Laing Lumber Company was renamed the **Sagola Lumber Company** in 1891. The 10 June 1893 *Northwestern Lumberman* mentions that "The Sagola Lumber Company will soon begin tearing up its logging railroad in Dickinson County. It will be relaid about 20 miles farther north (in Marquette County) and connection made with the Milwaukee & Northern Railroad to bring logs to Sagola." No evidence could be found to suggest that this segment of railroad was built around that time. However, the company did eventually construct a grade to the west of Sagola. The 1901 edition of The Michigan



6-7 1895 USGS Map of Sagola Quadrangle

Book notes that the Sagola Lumber Company railroad was in Dickinson County and eight miles in length. Figure 6-8 is a 1905 Conant & Son photograph from the collection of Ida Swanson. The view is toward the northwest with the Sagola Lumber Company sawmill in the foreground; the planing mill is on the left side of the image. The terminal of the company's logging railroad runs along the east side of the planing mill, past a log dump on the mill pond.

Michigan's Logging Railroad Era, 1850-1963, A Selected and Annotated Bibliography declares, regarding the Sagola Lumber Company: "1905-Extending its road from Sagola, a few miles west toward Mansfield." American Lumberman's 1906 Industrial Statistics reports that the lumber company operated only two miles of logging railroad that year; the 21 July 1906 *American Lumberman* notes that the company's logging in Ontonagon County was completed and that track there was being pulled up. The Ontonagon County right-of-way could not be located.

The company's logging line was named as the **Sagola & Western Railroad** in American Lumberman's 1907 Sawmill Equipment Register. It was seven miles long and of standard gauge. The 3 July 1909 *American Lumberman* mentions that the company was preparing to build an eleven-mile, standard-gauge logging railroad in Marquette County. It was to originate on the CMSP&P at Witbeck and travel in an easterly direction. That right-of-way eventually reached as far east as Sagola Lakes. The 1910 Sawmill Equipment Register again describes the company's line as the Sagola & Western Railroad, with a length of 10 miles. It almost certainly reused portions of the previously abandoned Marquette County right-of-way built by William Allen in 1888.

The mill at Sagola burned 11 September 1910 after being struck by lightning. It was rebuilt immediately and was back in operation by the following March. The Sagola Lumber Company was sold to the Northern Sawmill Company of Marinette, Wisconsin in January 1918. The Sawyer-Goodman Lumber Company held an interest in the Northern Sawmill Company; the 10 April 1920 *Hardwood Record* reports "The Sawyer-Goodman Lumber Company, Marinette, which several years ago purchased the mills and logging road of the Sagola Lumber Company at Sagola, Michigan, is planning to erect and equip a new flooring mill during the coming summer."

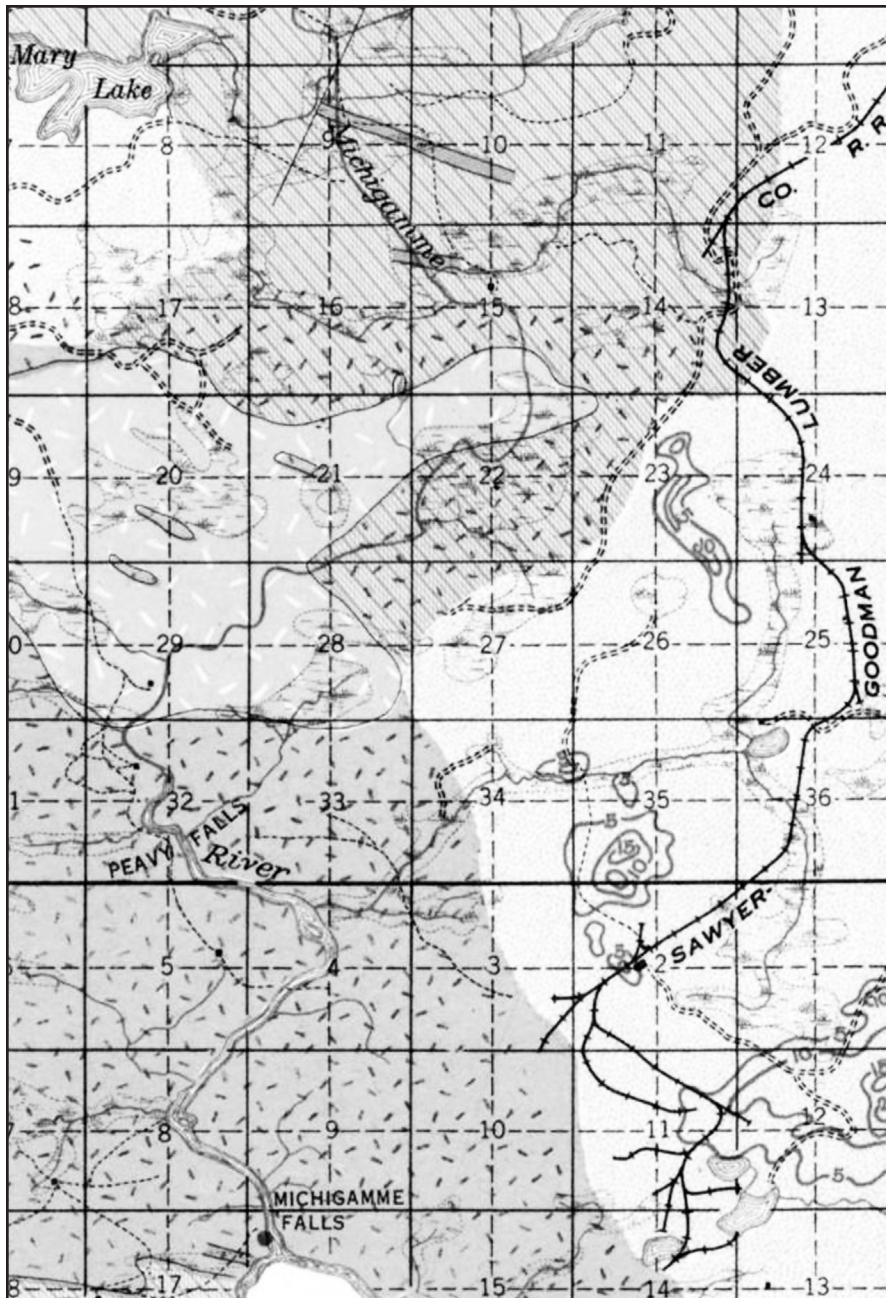
Figure 6-9 is part of the 1929 *Geological Map of Iron County*. The Sawyer-Goodman logging railroad in eastern Iron County is visible. This map shows an area immediately southwest of Sagola. Figure 6-10 comes from the 1961 *Map of Dickinson County*. It shows the abandoned Sawyer-Goodman grade in Dickinson County. Michigan's Logging Railroad Era, 1850-1963, A Selected and Annotated Bibliography mentions that in 1909, Sawyer-Goodman "Started grading of logging road several miles long, located 4.5 miles north of Iron Mountain, which will connect with the CM&SP. . . Started a logging road 8.0 miles long to connect with CM&SP near Dunn Mine, Iron County." The grade near Iron Mountain could not be located by the author, but the one near Dunn Mine is visible on the Iron-East map at the beginning of this chapter.



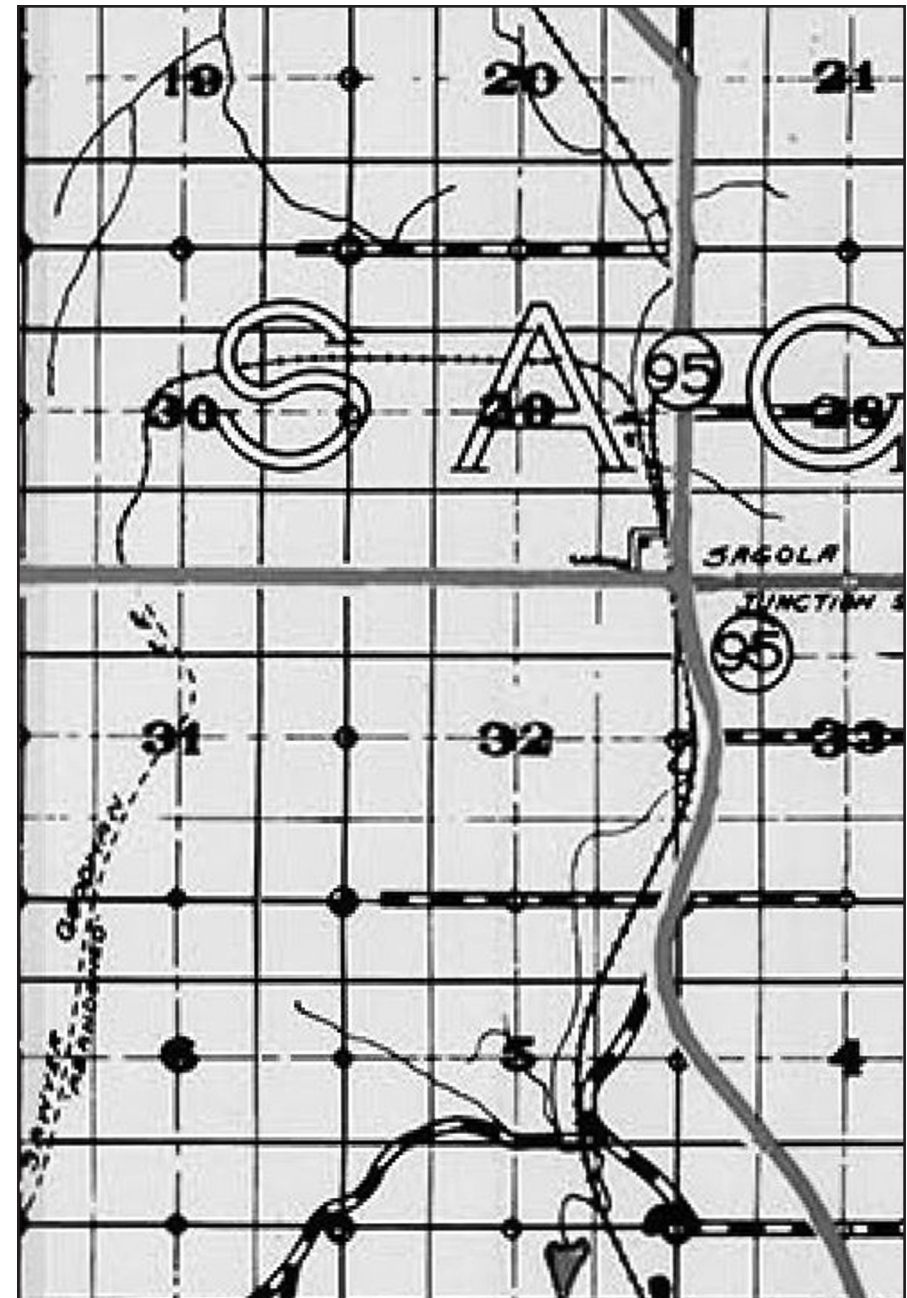


6-8 1905 Photograph of Sagola Lumber Company Mill at Sagola





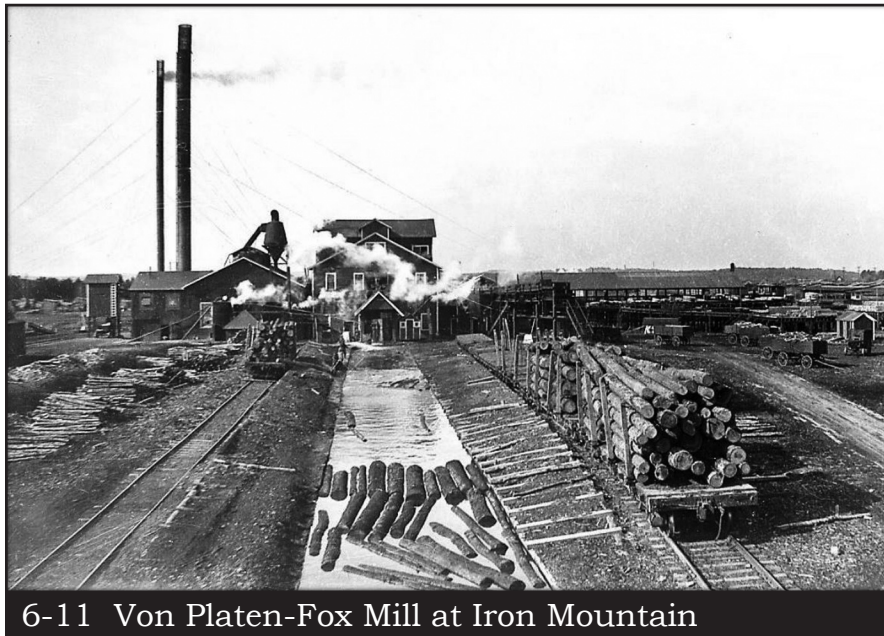
6-9 1929 Sawyer-Goodman Railroad in Iron County



6-10 1961 Abandoned Sawyer-Goodman Grade



Another segment of **Sawyer-Goodman logging railroad**, in Ontonagon County, is mentioned in Case Number 8932 of Decisions of the Interstate Commerce Commission. The case was decided 10 September 1923. The Sawyer-Goodman Company was operating over track connecting with the B. & B. (Bennett & Brown) Spur. The B. & B. Spur came off the Chicago, Milwaukee, St. Paul & Pacific Railway (CMSP&P) in Section 28, Township 51 North, Range 39 West. The Sawyer-Goodman mill at Sagola closed in 1940.



6-11 Von Platen-Fox Mill at Iron Mountain

Karl Godfrey Von Platen erected a sawmill at Iron Mountain in 1910. He was already the owner of the Von Platen & Northeastern Railroad in Charlevoix County, an operation which ended in 1916. Merton John Fox was superintendent of the Iron Mountain mill, while Von Platen lived in Grand Rapids. The two men incorporated the Von Platen-Fox Company in August 1920. Figure 6-11 is a view of the Iron Mountain mill, courtesy of Dick Ferris.

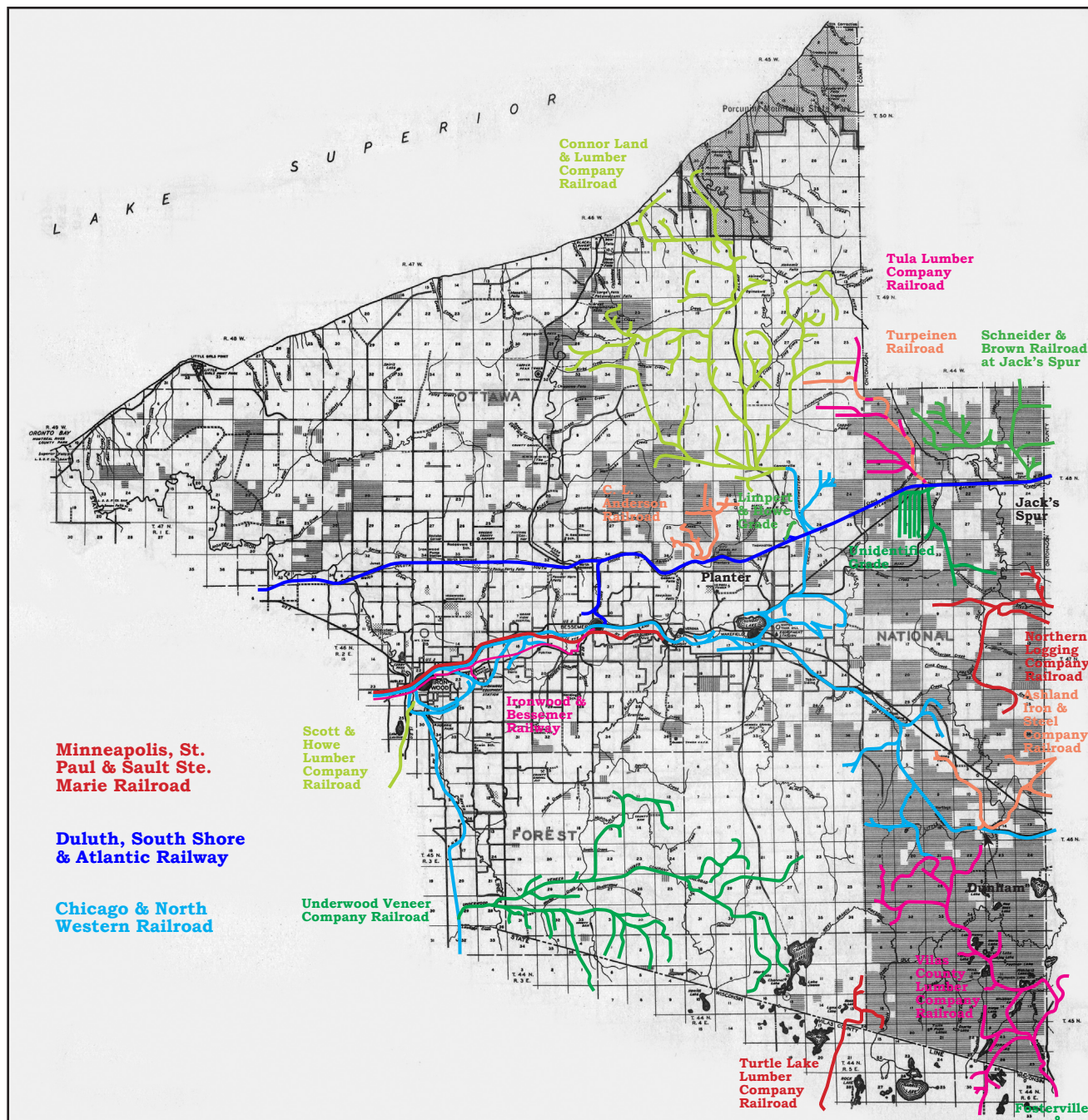
Logs came to the mill over the Chicago & North Western Railway (C&NW) and the CMSP&P. About 1900, Van Platen had bought extensive timberland in Iron County near the Wisconsin border, close to Saunders and Pentoga. After the mill opened, the Pentoga-area land was harvested by the Nelson Ludington Company.

At about the time that the **Von Platen-Fox Company** was incorporated, the company built one of its own logging railroads in Iron County. It originated from the C&NW at McGovern, approximately five miles west of Stager. This right-of-way crossed the Brule River to enter Florence County, Wisconsin and operated until 1928. Figure 6-12 is a 1923 builder's photograph of the company's Shay locomotive.

Another Von Platen-Fox logging railroad was operated in Houghton County (see Houghton-South) at a place called Fox, immediately south of Pori, on the CMSP&P. Parts of it entered Ontonagon County. It was extensive, at one time comprising 40 miles of track. In places, it made use of previously used grades of the Northland Lumber Company railroad. The Von Platen-Fox railroad in that area remained in service until 1936. The company's mill at Iron Mountain closed in 1943.



6-12 1923 Von Platen-Fox Shay Locomotive



West Part of Gogebic County





# Chapter 7

## Gogebic County

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**C. L. Anderson** was responsible for constructing a standard-gauge logging railroad at Planter. Evidently, that community came into existence about 1923, when a bridge over Jackson Creek was built to give access the village. The logging line purchased a used Shay locomotive from the Turtle Lake Lumber Company in 1927 and resold it to the Patten Timber Company the following year.

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The **Ashland Iron & Steel Company** built a mill in November 1902 at a place along the Chicago & North Western Railway (C&NW) between Marenisco and Wakefield. The location was named Dunham, after Lewis E. Dunham, the manager of the company. Two segments of railroad were built north of Dunham, one northwest and the other, to the northeast. Polk's 1907-8 Gazetteer of Michigan reports that, in addition to the Ashland Iron & Steel Company, Andrew Emerson was operating a mill at Dunham, fabricating poles and posts.

Communication from Jim Rouse is the source of the following information: "In 1907, the mill and railroad were sold to the Lake Superior Iron & Chemical Company. In 1910, the mill was leased to Andrew Emerson. . . . I have a 1914 map that shows these lines (the two grades north of Dunham) as abandoned."

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Description of the lumberman, **William Bonifas**, must be prefaced with the history of the **Union Logging Company**. That entity was incorporated at Escanaba in 1908 for the purpose of completing logging contracts that had been signed by the bankrupt Escanaba Wooden Ware Company. The businesses comprising the Union Logging Company were the Escanaba Manufacturing Company,

Kimberly-Clark Company, Northwestern Cooperage & Lumber Company, Menasha Wooden Ware Company, and Mason-McDonald Lumber Company.

The Union Logging Company purchased a new, standard-gauge Shay locomotive in June 1910 for use at its Watersmeet location. It carried the number 3. The 25 April 1912 *Hardwood Record* reports that the Union Logging Company had been sold to the Kimberly-Clark Company and the Beaver Timber Company. The 31 August 1912 *Michigan Manufacturer & Financial Record* mentions that "The Beaver Timber Company is composed of the Menasha Wooden Ware Company of Menasha and the Escanaba Manufacturing Company. The Kimberly-Clark Company has purchased all of the holdings of the old company in the Watersmeet district while the Beaver Timber Company has taken over the property on the Beaver Branch."

The Kimberly-Clark Lumber Company developed a close relationship with William Bonifas. "Big Bill" Bonifas was one of the Bonifas Brothers, who headquartered their business under that name at Garden (in Delta County, Michigan) in 1904. Those men logged along the Thompson & Northern Railway, in Schoolcraft County. By 1909, "Big Bill" still resided at Garden when he incorporated the William Bonifas Lumber Company. He gained an interest in approximately 33,000 acres of timberland north of Watersmeet about 1910. After formally affiliating with the Kimberly-Clark Company in 1912, he became a rich man. William Bonifas operated a logging railroad which originated from the Choate Branch of the C&NW, in the northwest corner of Section 23, Township 45 North, Range 39 West (see the Gogebic-East map on the preceding page). Bonifas acquired the Shay locomotive (# 3) which had been bought by the Union Logging Company in 1910.



The community of Bonifas, north of Watersmeet, was named for “Big Bill.” Subsequently, the headquarters of the Bonifas Lumber Company was moved to Escanaba, while the Bonifas mill operated at Marenisco. In 1919, an additional 20,000 acres of timber near Marenisco was purchased from the Gogebic Lumber Company.

William Bonifas became part of the Vilas County Lumber Company in 1925. The Bonifas-Gorman Lumber Company was incorporated in 1928. William Bonifas was president and Joseph A. Gorman represented former Vilas County Lumber Company interests. Railroad logging on former Vilas County Lumber Company rights-of-way, in Gogebic County, continued until 1934.

Although “Big Bill” Bonifas died 1936, the William Bonifas Lumber Company was continued; its name was changed to Kimberly-Clark of Michigan in 1954. The Bonifas-Gorman Lumber Company was managed by Isaac Bonifas after 1936; it was dissolved in 1946.

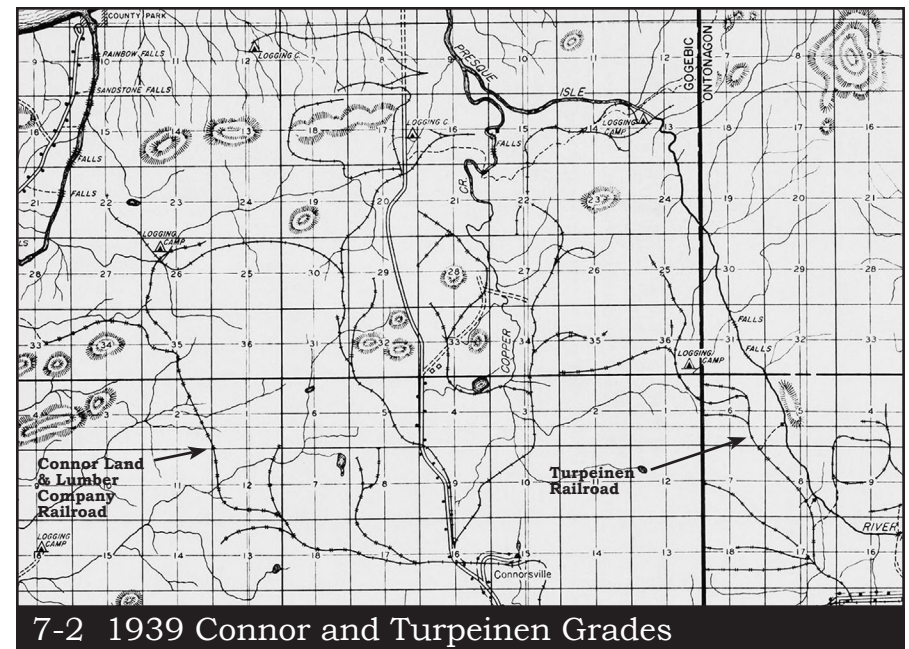
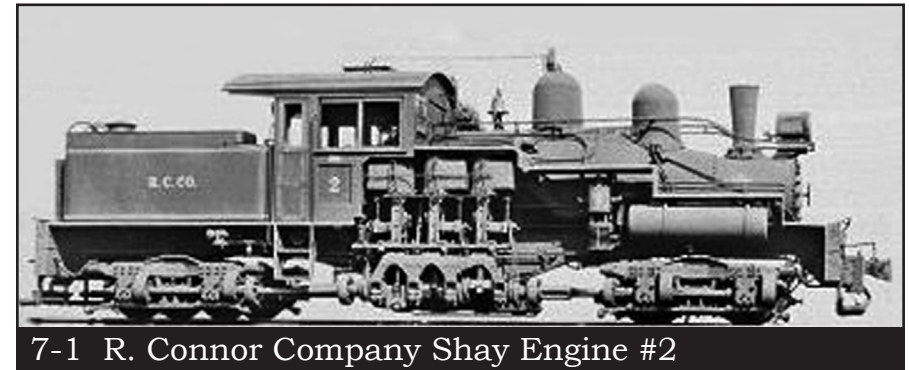
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Michigan Railroads & Railroad Companies mentions the existence of the **Church Quarry** at Stickley. A quarry railroad existed at some time. Track to the quarry originated on the C&NW, opposite the place where the Turtle Lake Branch of the C&NW left the mainline. Further details about the quarry railroad could not be located.

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The **Connor Lumber & Land Company** was organized by W. D. Connor of Laona, Wisconsin. He was the eldest son of Robert Connor, who earlier had founded the R. Connor Company. Most of the timberland harvested by these companies was in Wisconsin. However, in 1928, the Connor Land & Lumber Company bought a reconditioned Shay locomotive (#3121) for use in Gogebic County as the company’s Engine #2. It is visible in Figure 7-1 The operation was headquartered at the spot which became Connorville, after the C&NW reached that place in 1926. Figure 7-2 is part of the 1939 *Ottawa National Forest* map

preserved at the Archives of Michigan. The company’s right-of-way is indicated. Not all grades shown on this map can be verified with LiDAR imagery.



Michigan Railroads & Railroad Companies has an entry for **P. S. Fuller & Company**. Other records suggest that the name of this company was P. C. Fuller & Company. The business operated a private logging railroad with its headquarters at Watersmeet. Fuller is known to have been a community along the mainline of the C&NW, approximately four miles east of Watersmeet. Fuller Spur appears on the 1937 *Ottawa National Forest Michigan* map preserved at the Archives of Michigan. It can be viewed in Figure 7-3; therein, the actual spur is to the east of where the name appears.

This railroad is known to have operated with a Shay locomotive, Shop # 2271. Southern Lumberman's 1917 *Directory of American Saw and Planing Mills* lists the logging railroad under the name "P. C. Fuller." It was seven miles in length.



7-3 1937 Map Showing Name of Fuller Spur

The first sawmill at Marenisco was built by Curtis & Stone in 1887. A year later, a second mill was erected by the Fair Brothers. The Fair Brothers' mill burned in 1905. The Gogebic Lumber Company began operating at Marenisco in 1906 and built a new mill that year.

The Gogebic Land Company was incorporated in Wisconsin in 1905 with its primary office in Milwaukee. It also had agents in Detroit, and Marquette, Michigan. The Gogebic Lumber Company was formed in 1906 and was associated with the Gogebic Land Company. The headquarters of the lumber company was in Grand Rapids; it bought a large amount of timberland north, south, and east of Marenisco. American Lumberman's 1910 *Register of Sawmill and Planing Mill Auxiliary Equipment* reports that the company operated a logging railroad. That right-of-way led northeast from Marenisco.

But the fortune of the Gogebic Lumber Company waned. Information contained in the 1914 *Proceedings of the State Board of Equalization of Michigan* summarizes: "The Gogebic Lumber Company, Grand Rapids people, purchased a tract of 30,000 acres at \$9.00 an acre. They left there broke, that is, in debt." The 20 April 1911 *Iron Age, Volume 11*, notes: "The Edward Hines Company, of Chicago, Ill., has bought out the Gogebic Lumber Company, a Grand Rapids enterprise, and will build extensively at Marenisco. The deal included the purchase of the sawmill and lands and involved about \$1,000,000."

Eventually, the **Charcoal Iron Company** obtained control of the former Gogebic Lumber Company mill at Marenisco, operating it for several years. The 1 January 1921 *Engineering and Mining Journal* reports that "The Charcoal Iron Company has leased its mill at Marenisco to the William Bonifas Lumber Company after an idleness of almost four months." Bonifas worked closely with the Kimberly-Clark Corporation, which became the formal owner of the mill in 1936. Figure 7-4 is a 1954 aerial photograph of the mill area. The old Gogebic Lumber Company railroad grade can be seen in the northeast quadrant of this image. In 1976, the mill was sold to Champion International Corporation.





7-4 1954 Aerial Photograph of Marenisco-White Arrows Show Abandoned Gogebic Lumber Company Railroad





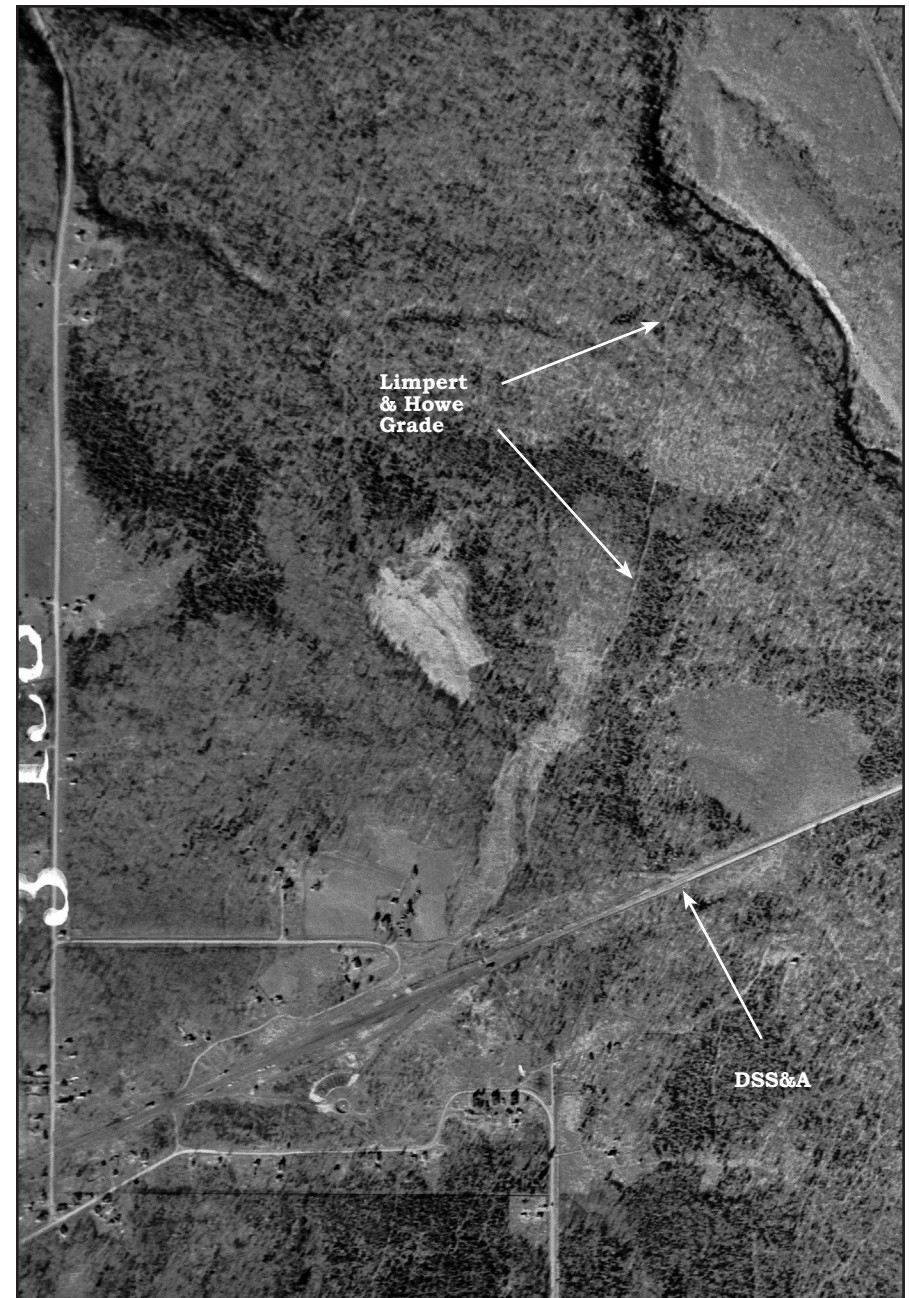


the engine was on loan to Limpert & Howe, and that by 1921, it had been leased to Schneider & Brown, who were logging from Jack's Spur, which was located east of Thomaston.

Although Howe may have been George L. Howe, who was a steam-shovel operator living in the community of Wakefield in 1930, Limpert almost certainly was George Limpert. He was the foreman of a Wakefield Township lumber camp in 1920; in 1930, he lived at Jack's Spur and continued to work as a logging camp foreman. Figure 7-8 is a 1943 aerial photograph of the region around Thomaston. Some of the Limpert & Howe right-of-way is still visible.

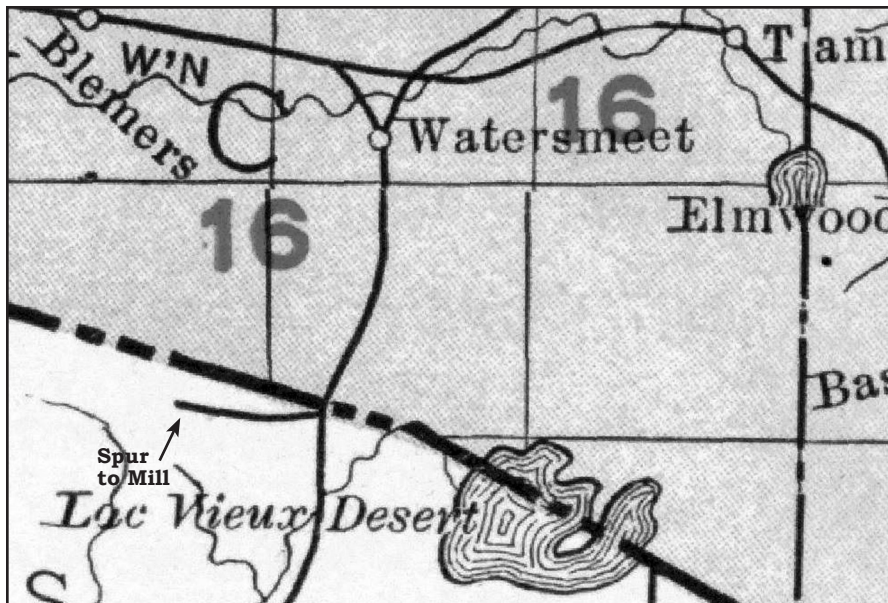
Most of Mill Lake, on the Michigan-Wisconsin border, is in Wisconsin, immediately west of Land O' Lakes. *Master List of Wisconsin Logging Railroads*, accessed at <http://sassmaster.tripod.com/vilas.html>, reports that in 1887, a sawmill was established on the shore of Mill Lake, immediately west of State Line, Wisconsin (now Land O' Lakes). The Milwaukee, Lake Shore & Western Railroad (a forerunner of the C&NW) put in a spur from State Line, to serve that mill. "Between 1890 and 1892, a couple of logging spurs were constructed north from Mill Lake into Gogebic county, Michigan. . . . The (C&NW) spur to Mill Lake remained in place until 1917."

*History of Lincoln, Oneida, and Vilas Counties, Wisconsin*, accessed at <http://wigenweb.org/vilas/hlov/chapter14.html>, reports that circa 1904, George W. Mason and C. H. Donaldson formed the **Mason-Donaldson Lumber Company** at Rhinelander, Wisconsin. The company then began operating a sawmill immediately west of State Line, (Land O' Lakes) Wisconsin, on Mill Lake. It is not clear if this was the same mill which started up in 1887. After 1905, the mill site was named Donaldson. Figure 7-9, part of Rand, McNally & Company's 1905 *Enlarged Business Atlas and Shippers Guide*, is the earliest map I found which shows a C&NW spur linking the mill at Donaldson with the mainline at Land O' Lakes.



7-8 1943 Aerial Photograph at Thomaston





7-9 1905 C&NW Spur to Mill at Donaldson

One logging grade which entered Gogebic County from Donaldson is visible in Figure 7-10, which comes from Bowen's 1916 *Michigan State Atlas*. It is uncertain whether this grade was built by the Mason-Donaldson Lumber Company or by the previous mill operator at Mill Lake. Apparently, in 1916, the right-of-way for the Hackley-Phelps-Bonnell Lumber Company had not yet been constructed. Figure 7-11 is a 1938 aerial photograph of the region around Mill Lake.

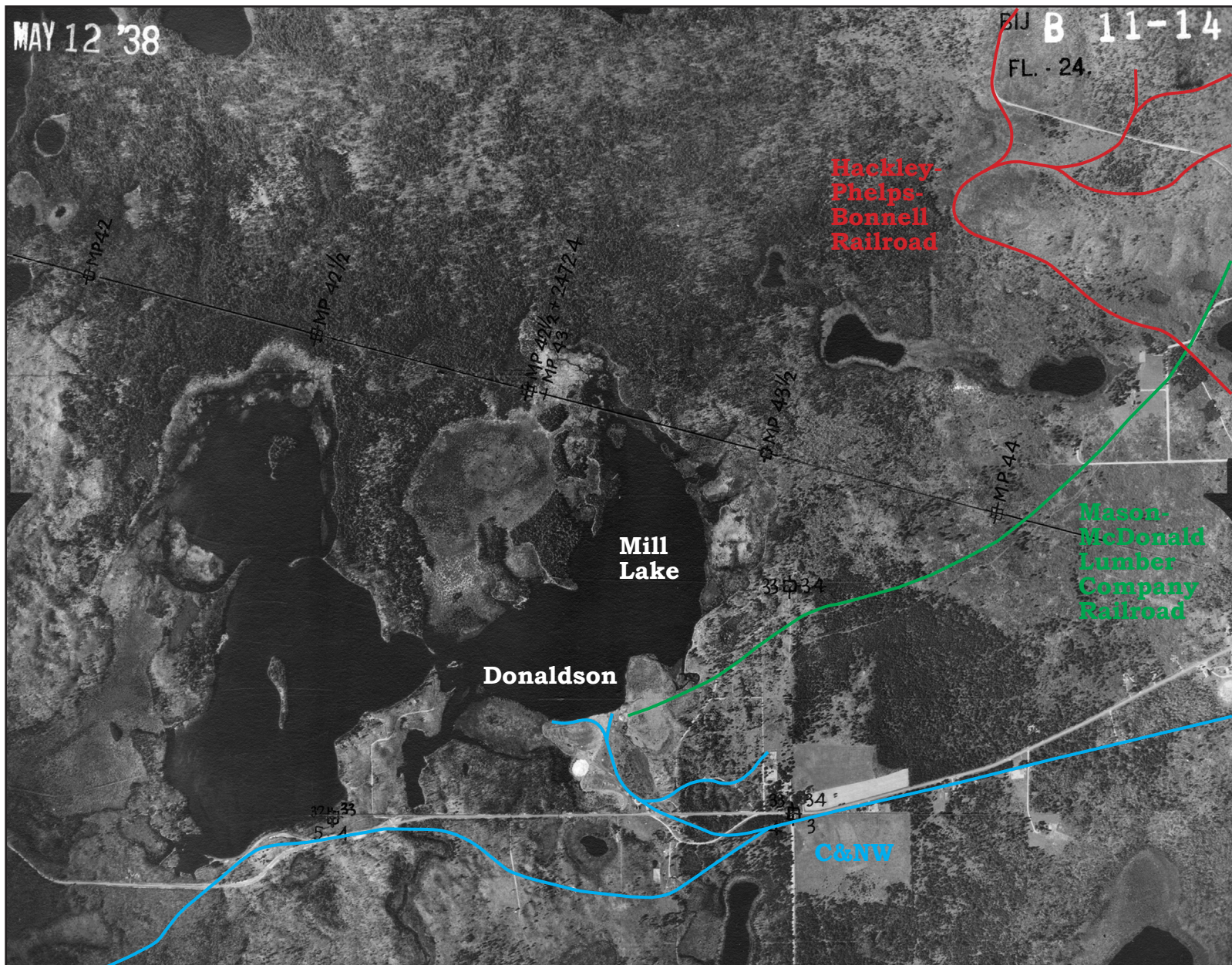
The **Northern Logging Company** operated its own Gogebic County logging line in the early 1930s. It originated from the north end of the Marenisco Branch of the C&NW at a place called Ethelwood. Volume 159 of the Reports of the Interstate Commerce Commission, published 1 February 1929, describes the role of the Northern Logging Company in projected logging activity from an extension of the Marenisco Branch: "The purpose of the proposed extension is to furnish transportation facilities to an area of approximately 32,000 acres of virgin timber, containing at least 3,000,000 feet b. m. (board measure). This timber is owned principally by three companies, namely, the Northern Logging Company, the William Bonifas Lumber Company, and the John Schroeder Lumber Company. The company first named plans to move, within five years, 150,000,000 feet of timber, of which approximately one-half is hardwood and will be shipped to Oshkosh, Wis., and the remainder is pulpwood, which will move to paper mills in Wisconsin."



7-10 1916 Grade from Donaldson Entering Michigan

Jack's Spur was a station on the mainline of the Duluth, South Shore & Atlantic Railway. It can be found along the eastern edge of the Gogebic-West map. Theodore A. Schneider was president of the **Schneider & Brown Lumber Company**. It constructed a logging railroad to the north of the station at Jack's Spur. That company was incorporated at Marquette in 1913. A Shay locomotive was leased for use at Jack's Spur in 1921. The lumber company filed its last yearly report to the State of Michigan in 1925.





7-11 1938 Aerial Photograph of the Region Around Mill Lake



David C. Scott and George T. Howe were partners in the Wisconsin firm of **Scott & Howe Lumber Company** as early as 1883. In 1902, they incorporated their business in Michigan; it operated a large mill on the Montreal River in Ironwood, Michigan. A logging railroad, located in Iron County, Wisconsin, operated between 1920 and 1936. It accessed the mill via a bridge across the river, immediately south of the mill. Figure 7-12 comes from the 1921 Sanborn Fire Map of Ironwood. Figure 7-13 is part of a 1951 aerial photograph of this area; the abandoned railroad grade, to the south, is visible.



7-12 1921 Sanborn Map-Scott & Howe at Ironwood



7-13 1951 Aerial View-Scott & Howe Mill and Railroad

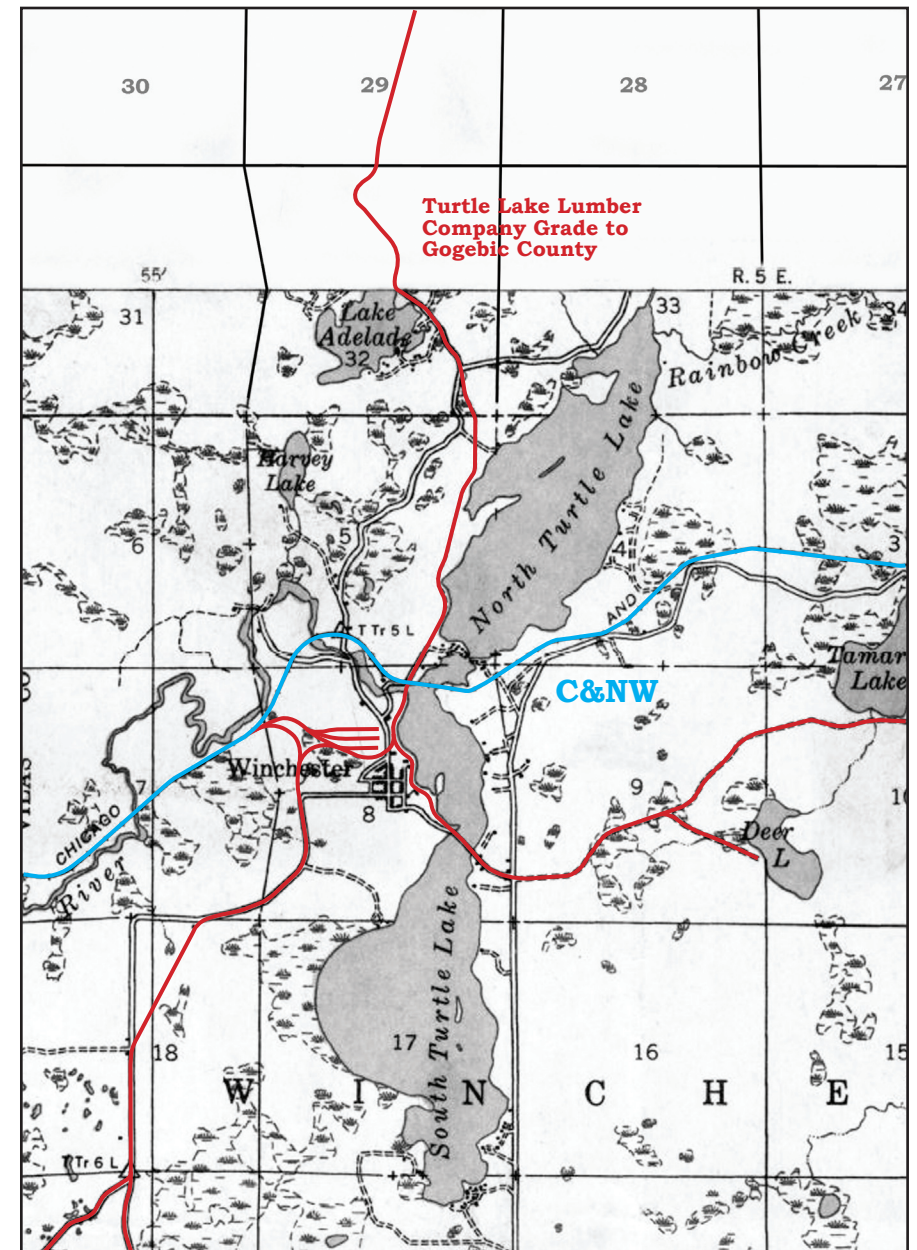


The **Tula Lumber Company** was incorporated late in 1909. By 1910, the community of Tula had grown up around the company's sawmill. J. D. Foster, of the firm Foster & Ayers, managed the company; it was a subsidiary of Traverse City's South Side Lumber Company. American Lumberman's 1912 Register of Sawmill Equipment reports that a two-mile logging railroad was in operation. Fire consumed the Tula Lumber Company mill in 1916. It was not rebuilt, and the lumber company was dissolved that same year.

**Hjalmer Victor Turpeinen** served in the 12<sup>th</sup> US Infantry during World War I. He was discharged to his home at Bessemer, Michigan in 1919 and became a logging jobber. The Gogebic County web site accessed at: [https://www.gogebiccountymi.gov/visitors/facts\\_of\\_the\\_gogebic\\_range.php](https://www.gogebiccountymi.gov/visitors/facts_of_the_gogebic_range.php) reports that in the 1920s and 30s, Turpeinen was logging in the area previously harvested by the Tula Lumber Company.

By 1928, Turpeinen had leased a used Shay locomotive; the region where he was working has not been conclusively determined, but it is assumed that it was along Turpeinen Creek, northwest of Tula. A grade possibly used by him is suggested on the Gogebic-West map. Turpeinen continued to live in Bessemer in 1938, where he was a county road commissioner. His name is absent from the 1947 directory of that city; he died in King County, Washington 31 March 1977 and is buried at the Willamette National Cemetery, Portland, Oregon.

*Master List of Wisconsin Logging Railroads*, accessed at <http://sassmaster.tripod.com/vilas.html>, describes the **Turtle Lake Lumber Company** railroad: "This company began operations out of Winchester (in the northwest corner of Vilas County, Wisconsin) in June of 1909. This company's rail lines fanned out in all directions, reaching north into Gogebic County, Michigan, east to Harris and



7-14 Turtle Lake Lumber Company Mill at Winchester



Birch Lakes, and as far south as Circle Lily Lake. The C&NW provided rail to the company for construction of these lines. Operations ended in late 1926.”

Figure 7-14 is a map of the Winchester, Wisconsin vicinity. The grade heading north into Gogebic County is visible in the region immediately south of the Michigan border. The company’s line in Michigan is visible in the Gogebic-West map. Figure 7-15, courtesy of the Manitowish Waters Historical Society, shows the Turtle Lake Lumber Company’s Winchester, Wisconsin mill. The company operated two Shay locomotives, #2 and #3; Figure 7-16 is an image of one of them.

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The **Underwood Veneer Company** was headquartered in Wausau, Wisconsin. It entered into an agreement with the Mosinee Paper Company to harvest approximately 22,000 acres of the latter company’s timberland in Gogebic County. A logging railroad would be used, and about 10,000 acres of the veneer company’s land would also be served. The property involved had had its pine timber removed 45 or 50 years before, with the logs transported via the Montreal and Black Rivers.

The railroad originated in Wisconsin on the C&NW line between Mercer and Hurley, Wisconsin, approximately two miles west of the Montreal River. It was built in 1933 and came under control of the Mosinee Paper Company in 1937. Operation of the railroad was discontinued in 1947.

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The **Vilas County Lumber Company** had a long history. *Master List of Wisconsin Logging Railroads*, which can be accessed at <http://sassmaster.tripod.com/vilas.html>, reports: “This line began in 1905 as the Vilas County Lumber Company Railroad. The mill was in the village of Fosterville, which later changed its name to Winegar, and today is known as Presque Isle (Wisconsin). (The) Vilas County Lumber Company (railroad) initially built southeast into the Oxbow Lake area, and also had a



7-15 Photograph of the Turtle Lake Lumber Co. Mill



7-16 A Turtle Lake Lumber Company Shay Engine

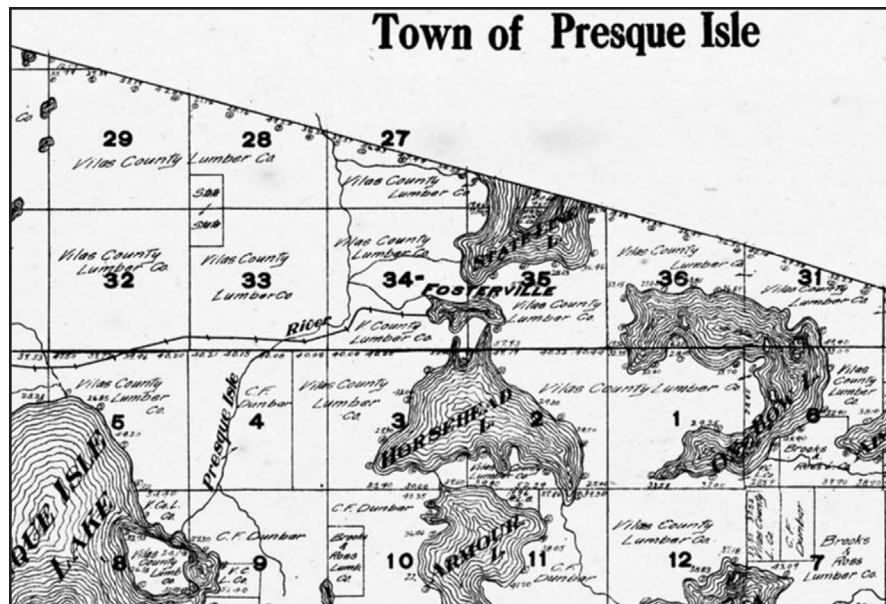


spur off of the C&NW Winegar branch that ran along Presque Isle Lake. Vilas County Lumber then located its operations in Gogebic County Michigan, and almost all subsequent track construction was in this county. . . In 1925, Vilas County Lumber became the William Bonifas Lumber Company. On January 1, 1929, this in turn became the Bonifas-Gorman Lumber Company. Railroad operations continued until 1934.”

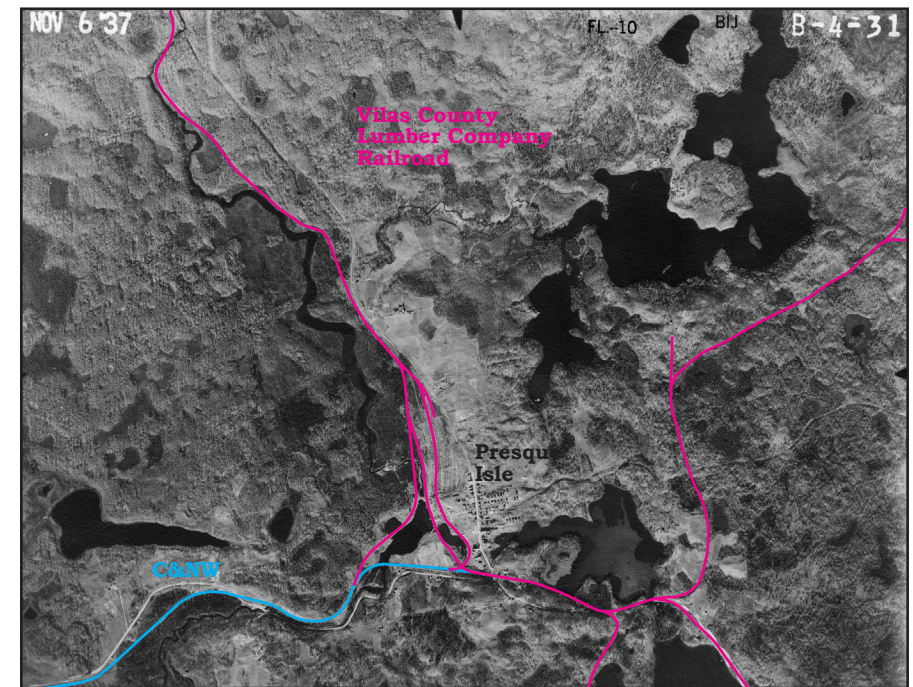
Figure 7-17 is part of the Town of Presque Isle (Wisconsin Townships are called “Towns”) from Hixon’s 1930 *Wisconsin State Atlas*. The route of the company’s railroad is found in both Gogebic-East and Gogebic-West maps. Figure 7-18 is a 1937 aerial photograph of the village of Presque Isle. Figure 7-19 is from the Langdale Collection of the Milwaukee Public Library. Engine #2, a Shay locomotive, is displayed. It was operated by the Bonifas-Gorman Lumber Company after 1929.

In the early 1920s, ownership of the Vilas County Lumber Company passed to the Winegar-Gorman Lumber Company. William S. Winegar managed the operation at Presque Isle, which, by that time, had been renamed Winegar. Joseph A. Gorman looked after the company’s interests at Chicago.

As noted above, Bonifas obtained control of the former Vilas County Lumber Company (then the Winegar-Gorman Lumber Company) in 1925 and the business became the Bonifas-Gorman Lumber Company. Subsequently, logs were railed on the C&NW to Presque Isle, Wisconsin for milling.



7-17 1930 Location of Fosterville, Wisconsin



7-18 1937 Aerial Image at Fosterville (Presque Isle)



*Master List of Wisconsin Logging Railroads*, accessed at <http://sassmaster.tripod.com/vilas.html>, reports that August H. Stange interests founded the **Wisconsin-Michigan Lumber Company** in 1920. It proposed to log off a large tract of timber in Gogebic County. "The mill for this company was located at Eagle River (in Wisconsin). The logging railroad joined the Northwestern about a mile south (actually, immediately north) of the state line and ran into Michigan, reaching some 40 miles at its greatest extent. Operations were discontinued in 1935.

Michigan's Logging Railroad Era, 1850-1963, A Selected and Annotated Bibliography notes that Stange's "Timber and logging railroad located in Gogebic County, MI. Operated from Land O' Lakes, WI."

Page 42 of the 18 August 1923 *American Lumberman* mentions "Always on the alert, Mr. Stange again allowed his vision to cross the Wisconsin boundary line and range over into Michigan. Here he saw a fine block of timber in Gogebic County, Michigan, the southern extremity of which bordered on the beautiful Lac Vieux Desert, . . . Here a tract of Michigan white maple, together with basswood, other hardwoods, and hemlock was purchased and a total of about 28,000 acres of timberland was corralled."



# Chapter 8

## Houghton County

The Atlantic Mining Company was a Boston, Massachusetts corporation formed in 1872 to do business in Houghton County. It constructed the **Atlantic & Lake Superior Railroad** in 1893. The 1901 edition of The Michigan Book shows a length of fourteen miles for the line. Ore from the Atlantic Mine was hauled northwest, to the coast of Lake Superior, where the company had its stamp mill at Redridge.

The Atlantic Mining Company and its railroad were acquired by the Copper Range Railroad (CR) in 1912. Figure 8-1 is part of the 1915 USGS Topographical Map of the Houghton Quadrangle, with the route of the Atlantic & Lake Superior Railroad highlighted.



## 8-1 1915 Route of Atlantic & Lake Superior Railroad

**John Bagley** constructed a narrow-gauge railroad on the east side of Portage Lake in 1885. He had a contract to supply mining timbers to the Calumet & Hecla Company. The 18 February 1885 *Hancock Mining Herald* reports that the line was to be about three miles in length. A twelve-ton locomotive was used; its name was *John Bagley*. The 7 May 1885 *Daily Mining Journal* notes that log cars would be hauled to the shore of Portage Lake, opposite Pike Bay (a settlement which was renamed Chassell in 1887) where they would be transferred to a scow. The transfer location was at a place known as Bagley's Landing. According to Michigan's Logging Railroad Era, 1850-1963, A Selected and Annotated Bibliography, Bagley's timberland was located "about 3.0 miles back of Bootjack." Historical records suggest that "Bootjack" encompassed a relatively large geographical area. From Bagley's Landing, loaded cars were towed to the community of Lake Linden, on the west side of the north end of Torch Lake. Bagley also bought a tugboat named *Mayham* to move the scow.

Bagley did not operate this railroad for long. The 13 November 1886 issue of *The Mining Journal* mentions that “Bagleyville is not, as the poet would have it, a ‘deserted village,’ but its 50 or more houses have taken wings and fled.” Michigan’s Logging Railroad Era, 1850-1963, A Selected and Annotated Bibliography declares “Bagley sold them (the houses) to the Osceola Company and has moved them. After this removal, he tore up his railroad and shipped it to Menominee.”

Figure 8-2 is a map of the timberland Bagley owned on the east side of Torch Lake; a likely course for his narrow-gauge railroad is shown. Bagley was also active in the organization of the Ingalls, White Rapids & Northern Railway in Menominee County.

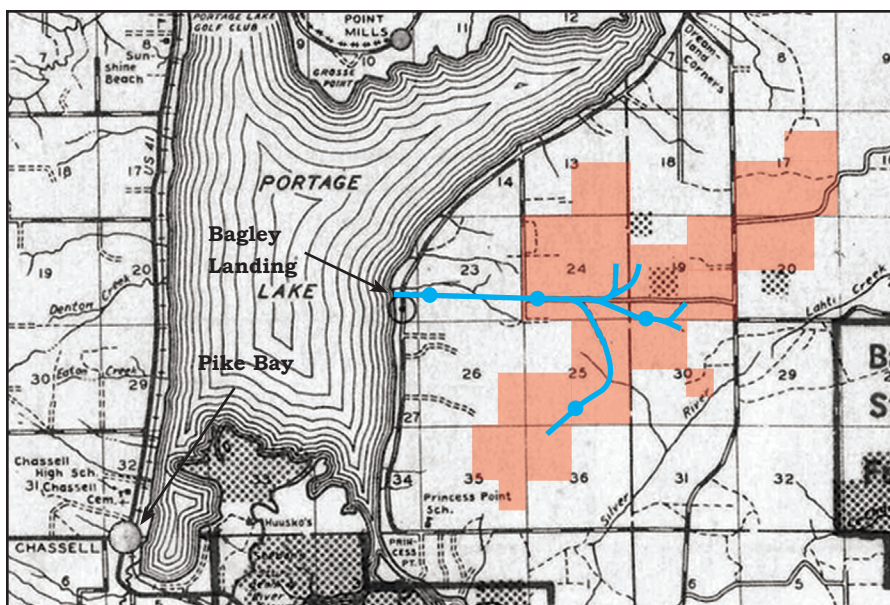












8-2 Bagley Timberland



8-3 1894 Bollman Branch and Bollman Timberland

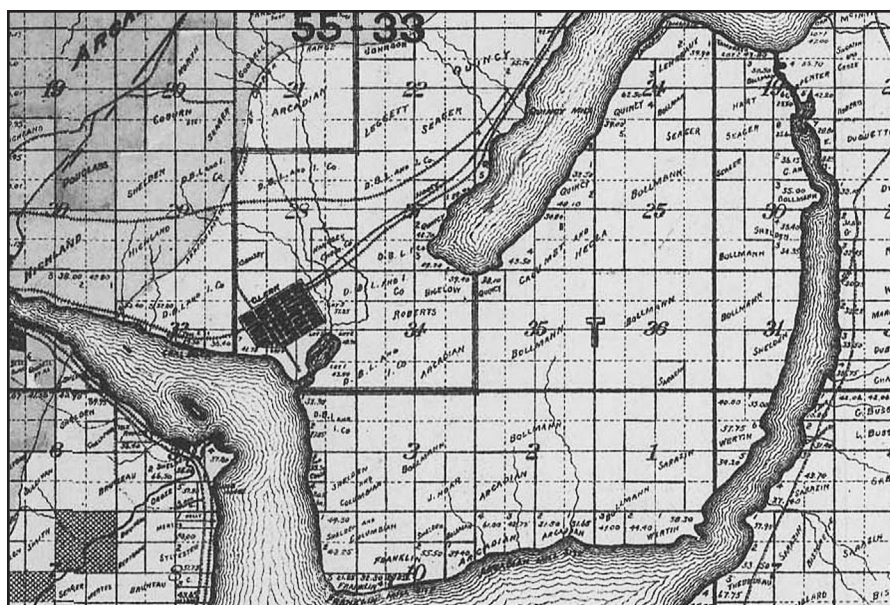
**Ernst Bollman** was born in Prussia in 1842 and immigrated to America in 1857. By 1880, he ran the butcher shop at the Bollman Market, in Allouez Township of Keweenaw County. Later, as a businessman and wood contractor, he had a close relationship with the narrow-gauge **Hancock & Calumet Railroad**, a line which became part of the Mineral Range Railroad in 1901. Bollman died in 1905.

Ernst Bollman mainly harvested timber used in mine construction. The 10 October 1889 *Portage Lake Mining Gazette* reports "An extension of 1.5 miles (is) to be added to the Bollman Branch of the Hancock & Calumet Railroad. It is at present narrow-gauge, 6.0 miles long, completed in 1888. (It) extends from a point on the main line near Woodside in a southeast direction via woods owned by E. Bollman of Opechee. . . . The road begins at the main line about a half mile east of Woodside, runs southeast to south side of Torch Lake. The eastern terminus is on a shore opposite to the Tamarack Mill." The earlier, 5 September issue of the same newspaper had mentioned that Bollman's log loading facility for the Bollman Branch was near Bootjack Point. Figure 8-3 is part of the 1894 *Map of the Mineral District of Northern Michigan*, preserved at the Archives of Michigan. The branch is visible, as it existed that year, originating in the southwest quarter of Section 27.

Figure 8-4 is part of the 1898 *Map of the Copper Range, Houghton County, Michigan*, accessed at the Archives of Michigan. Bootjack Point probably comprises Lot 3 of Section 30, Township 55 North, Range 32 West; that property projects east into the waterway connecting Torch Lake and Portage Lake. Although the Bollman Branch had been removed when this map was made, Bollman still owned Lot 3, as well as much of the land to the south and west. Figure 8-5 is part of Rand, McNally & Company's 1891 *Michigan*. The Bollman Branch is visible, stretching east from Woodside.

The 17 August 1896 *Copper Country Evening News* notes that the Hancock & Calumet Railroad was building a new





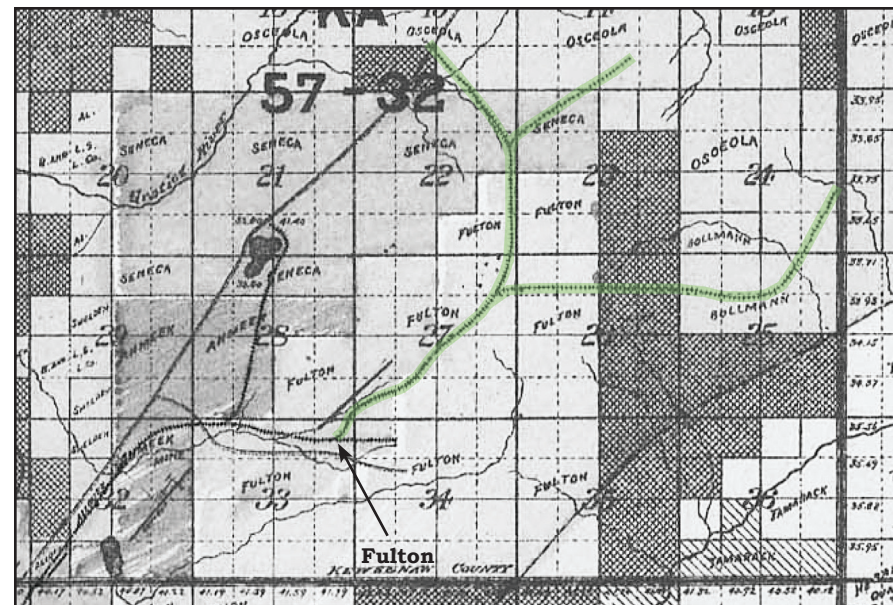
8-4 1898 Bollman Property at Bootjack Point

siding for Bollman. That track originated in Keweenaw County at Fulton, immediately north of the Houghton County line. Figure 8-6, also from the same 1898 map mentioned in the paragraph above, highlights (in green) the track used for Bollman's logging. Note that Bollman personally owned property in Sections 24 and 25 of Township 57 North, Range 32 West.

The 11 February 1901 *Copper Country Evening News* carries an article describing logging done by Bollman along the Hancock & Calumet Railroad: "Their narrow-gauge runs 15.0 miles into the wilds of Keweenaw County. The search for timber by Bollman goes on. He does his work so well that the iron horse has to follow along. He has 50 choppers and 23 teams busy. Foreman Michael Labby is working just south of Praiseville, near the Phoenix Mine. Logs from Gratiot Lake go to the terminus. Teams make two trips per day or 28 miles of hauling." Figure 8-7 is part of Cram's 1904 *Michigan*. Although, when this map was published, the grade leading to O'Briens and Laveys (Labbys) had been abandoned, the Bollman right-of-way

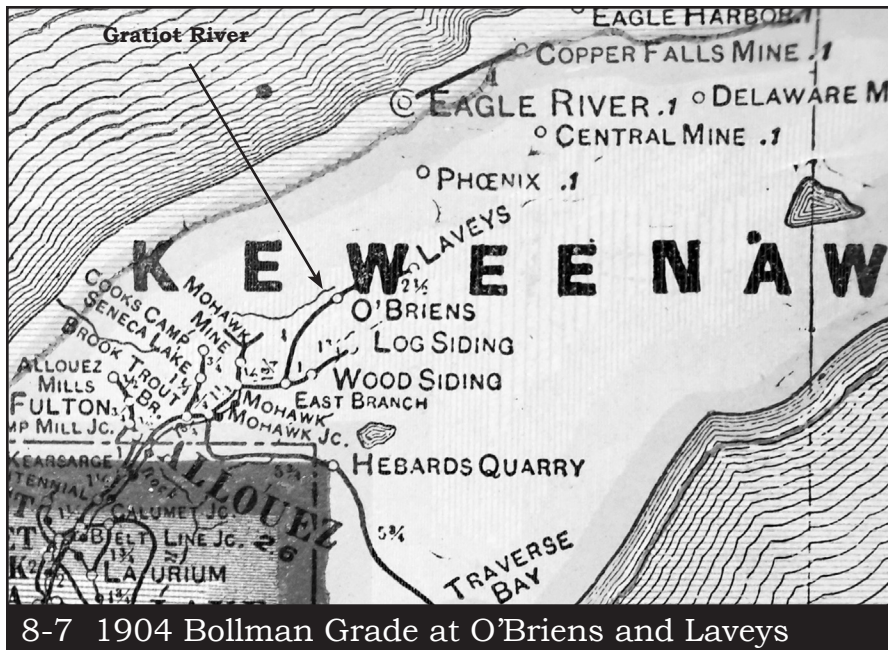


8-5 1891 Bollman Branch at Woodside



8-6 1898 Bollman Logging Grades NE of Fulton





can be noted to exist immediately southeast of the Gratiot River. Horses were used to haul logs approximately seven miles from the Lake Gratiot area, to the northern terminal of this Hancock & Calumet Railroad branch.

The 30 July 1902 *Portage Lake Mining Gazette* implies that by then, timber harvesting along those grades was completed and fifteen miles of railroad devoted to Bollman's logging in Keweenaw County was being torn up. The 4 December 1902 issue of the same newspaper notes that the recycled tract material was being used to provide Bollman with new logging spurs, which would originate from a right-of-way recently constructed by the Mineral Range Railroad. Although the 1898 *Map of the Copper Range, Houghton County, Michigan* demonstrates that Bollman owned property in Sections 3 and 4 of Township 56 North, Range 32 West (in Houghton County), that land was close enough to the new Mineral Range grade that logging spurs may not have been required for logging.

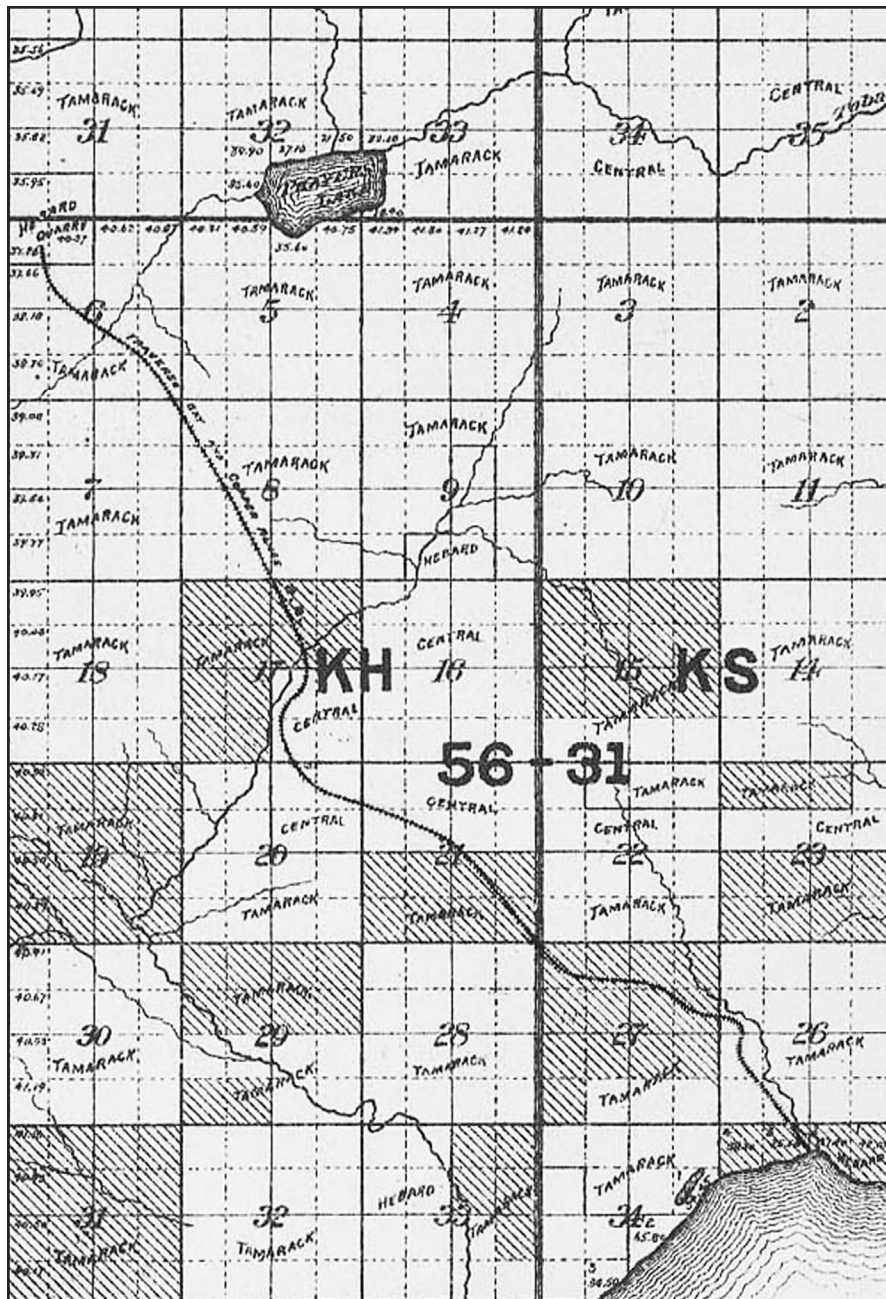
That Mineral Range line connected the Mohawk Mine, immediately northwest of Fulton, with Traverse Bay. Although known informally as the Mohawk & Traverse Bay Railroad, it was not incorporated separately as such. It integrated a pre-existing, narrow-gauge quarry railroad, the **Traverse Bay & Copper Range Railroad** (TB&CR), into the new right-of-way. Figure 8-8 is another part of the 1898 *Map of the Copper Range, Houghton County, Michigan*. The Hebard Quarry is visible in the northwest corner of Section 6, Township 56 North, Range 31 West. On Traverse Bay, in Section 35, the railroad terminated at a wharf. Charles Hebard was a principal owner of the Traverse Bay Red Stone Company when it was incorporated in 1894. When the quarry started operating, about 1895, the TB&CR was used to transport sandstone to the shore of Traverse Bay.

The Mohawk Mining Company bought the TB&CR about 1901. A new, standard-gauge right-of-way was built between Fulton and the Hebard Quarry, linking up with the TB&CR. A third rail was added to the grade between the Hebard Quarry and Traverse Bay. Subsequently, the Mohawk Mining Company constructed a large mill on Traverse Bay at Gay and extended the south end of the old TB&CR to that point.

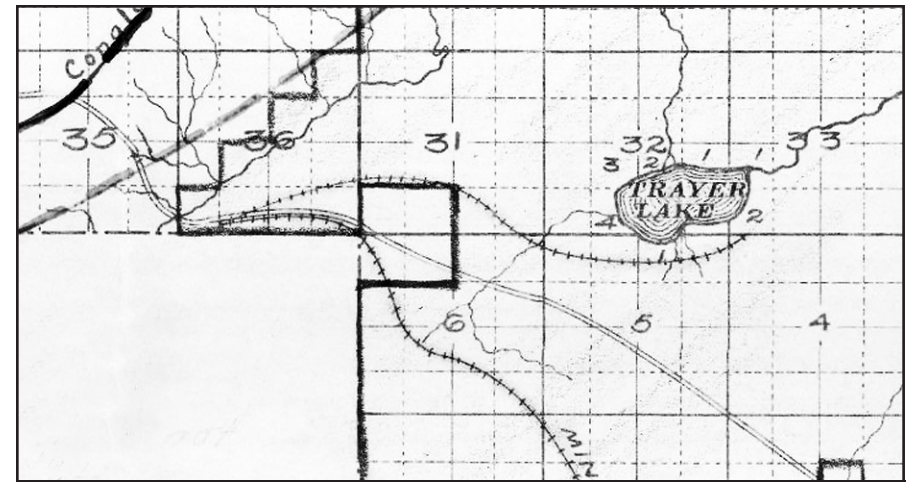
The 4 December 1902 newspaper article referenced above also mentions that during that winter, Ernest Bollman would be logging from new woods spurs. Those spurs originated from the Mineral Range track leading to Traverse Bay. They would be approximately "1.0 mile above Traverse Bay Redstone Company." That statement likely refers to the area approximately one mile north of the Hebard Quarry. It can be seen in Figure 8-9, part of a 1920 map, *Keweenaw County*, preserved at the Archives of Michigan. To the east, it passed south of Trayer Lake. The 1938 aerial photograph of that region is reproduced in Figure 8-10. The Bollman logging grade is marked with arrows; a wye can also be discerned.

Michigan's Logging Railroad Era, 1850-1963, A Selected and Annotated Bibliography supplies information suggesting construction of an additional Bollman logging spur in 1904. The location probably was near Gay: "The





8-8 1908 Mohawk & Traverse Bay Railroad



8-9 1920 Bollman Logging Grade South of Trayer Lake

South Shore Railroad will put 80 men on the construction of an extension to road on the Mohawk Division in what is known as the Bollman Branch, 2.0 miles at least. To transport mine timbers to Tamarack and Osceola Mines."

With the demise of Bollman in 1905, the story of this major player in Keweenaw area logging came to an end.

Little is known about a railroad logging operation organized by **Nicholas S. Bray** of Laurium. Michigan's Logging Railroad Era, 1850-1963, A Selected and Annotated Bibliography paraphrases from the 18 April 1903 *American Lumberman*: "Bray installed a sawmill on the Copper Range Railroad. He placed a logging railroad tributary to the mill and his timber near Calumet, U. P."

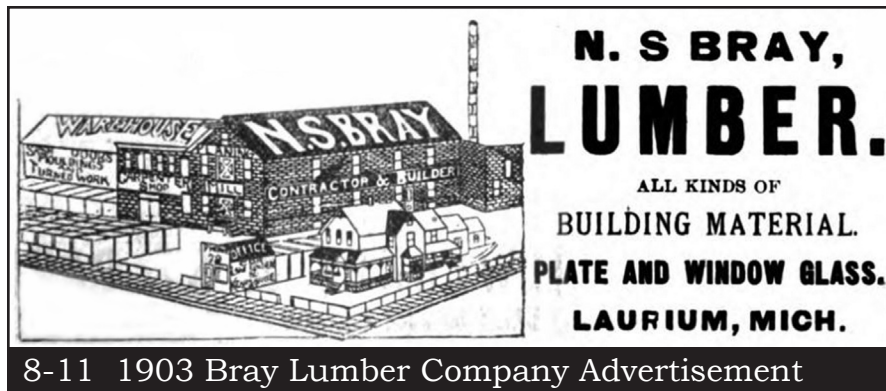
His lumber company was located on Lake Linden Avenue in the Florida Addition to Laurium. Figure 8-11 comes from a Bray advertisement in Polk's 1903 Gazetteer of Michigan. The business existed just northwest of the corner of Franklin Street and Lake Linden Avenue. Note the smokestack of the Calumet Gas Company behind Bray's building. Figure 8-12 is part of the 1908 Sanborn





8-10 1938 Aerial Photograph-Arrows Show Bollman Grade Leading to Area South of Trayer Lake





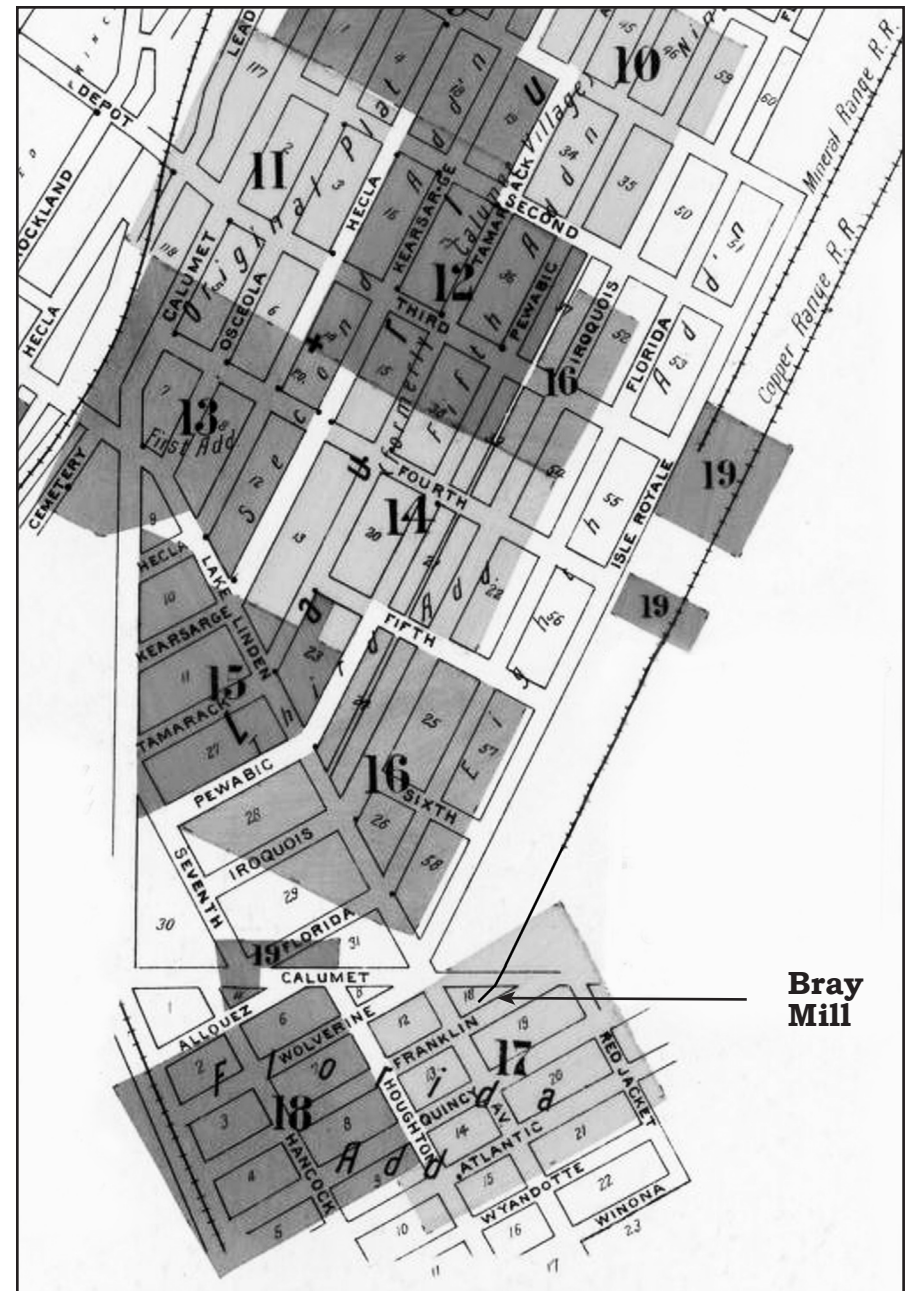
Fire Insurance Company map of this area. The track of the CR entered the back of the mill property.

I could not confirm a location for Bray's logging railroad. Aerial photographs from 1938 suggest two possible grades northeast of the mill, one each in Sections 17 and 18 of Township 56 North, Range 32 West. These properties were owned by mining companies, and any track serving these areas may have been constructed by the CR.

Bray probably carried on railroad logging for just a short while. I could not find his name in any other lumber journals. He remained in Laurium as a carpenter in 1910; subsequently he moved to Spokane, Washington, where he died in 1919.

The Calumet & Hecla Mining Company was incorporated in 1887, consolidating the Calumet Mining Company, Hecla Mining Company, Scott Copper Company, and the Portland Copper Company. Over time, it owned and operated two primarily Houghton County railroads: The **Hecla & Torch Lake Railroad** and the **Trap Rock Valley Railroad**.

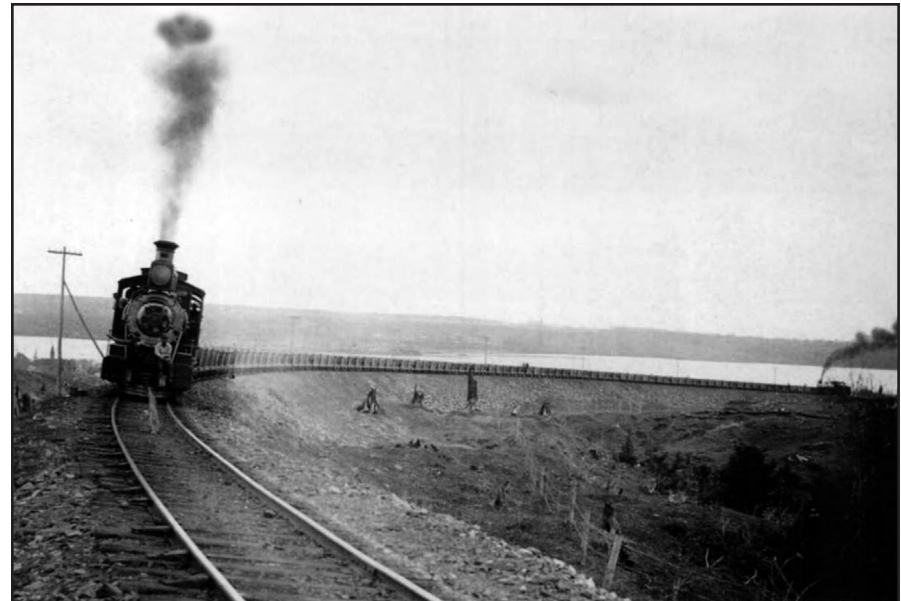
The Hecla & Torch Lake Railroad (H&TL) was incorporated in 1869 by the Hecla Mining Company. It was a 49-inch gauge line that at one time had fifteen locomotives on its roster. Primarily, it was used to transport copper ore



8-12 1908 Location of Bray Mill at Laurium

from the Red Jacket and Hecla Mines to the Calumet & Hecla mill at Lake Linden. The four miles leading east from the Calumet area operated as a typical railroad, while at the Lake Linden end, a two-mile incline railroad led down into town. Figure 8-13 comes from the Michigan Technical University Archives; it displays one of the company's engines. Figures 8-14 and 8-15 are from the A. F. Isler Collection at the Houghton County Historical Society. Figure 8-14 is a view east, made at a point west of Lake Linden. It shows an engine on the head and rear end of a train heading back to Calumet. Figure 8-15 views a portion of the incline railroad.

The 1 June 1904 *Portage Lake Mining Gazette* reports that the H&TL had made a connection with the CR near Lake Linden. Since the CR was standard-gauge, at least some of the H&TL must have been able to accommodate standard-gauge traffic by then. That link can be seen in Figure 8-16, which is the 1923 *General Map of Mills Along Torch Lake*, preserved at the Archives of Michigan. Although revised in 1927, it does not show the Trap Rock



8-14 H&TL Train Headed West from Lake Linden



8-13 Hecla & Torch Lake Railroad Engine



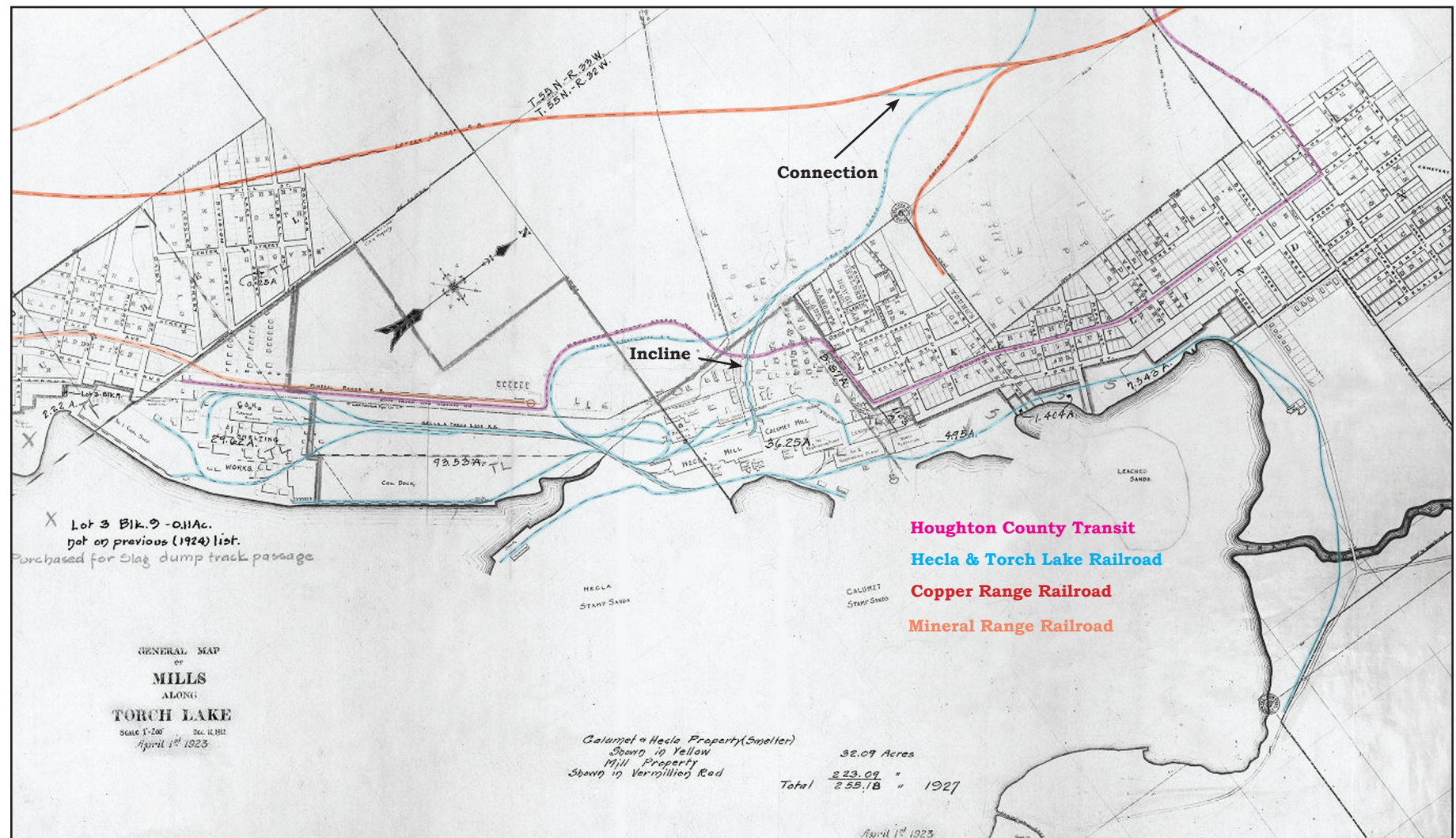
8-15 Lake Linden Terminal of H&TL Incline Railroad



Valley Railroad, which had been built by then. Note that the H&TL had been extended all the way to shoreline level.

An application to the Michigan Public Utilities Commission was filed in 1924, asking for permission to build the Trap Rock Valley Railroad. The applicant was

the Calumet & Hecla Consolidated Copper Company, a successor to the Calumet & Hecla Mining Company. The new, standard-gauge line would provide a direct line between the company's mines which were in operation that year (Kingston, Ahmeek, and Gratiot) and its mills along Torch Lake.



8-16 1923 General Map of Mills Along Torch Lake

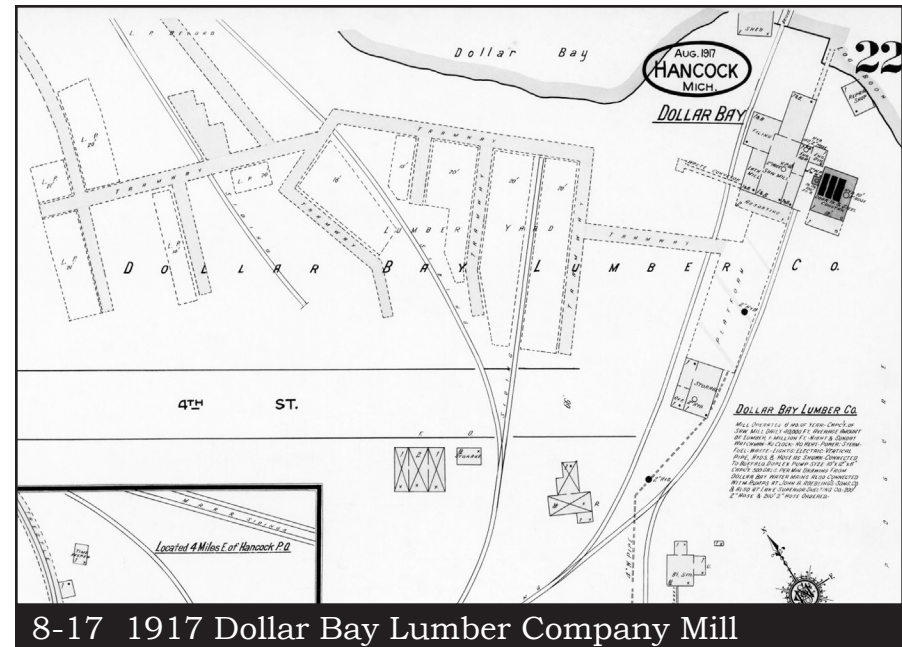


The Northern Michigan Railroad (NM) was a predecessor of the **Copper Range Railroad** (CR). The NM was incorporated in 1888 and planned to build south from Houghton. It was reincorporated and renamed as the CR in 1899. The line began service from Houghton to Winona late in 1899. In 1917, it leased the Mohawk Mining Company right-of-way to Gay, which previously had been operated by the Mineral Range Railroad. The CR was abandoned in 1973.

Dollar Bay is a small body of water at the north end of Portage Lake, east of Houghton. There, the **Dollar Bay Land & Improvement Company** operated a sawmill in the early part of the 20<sup>th</sup> century. Volume 11 (1913) of *Michigan Manufacturer & Financial Record* reports that L. G. Hillyer and S. W. Clements had organized the Dollar Bay Lumber Company and leased the Dollar Bay Land & Improvement Company mill at Dollar Bay. Figure 8-17 is part of a 1917 Sanborn Fire Insurance Company map showing the mill at Dollar bay.

The web site <https://www.shaylocomotives.com/> notes that on 16 April 1919, the Dollar Bay Lumber Company owned a used, standard-gauge Shay locomotive which had been built in 1888. However, no evidence could be found to suggest that the lumber company used a logging railroad with a terminal at Dollar Bay. Timber milled there was brought to the mill from remote logging sites via water or common carrier railroads. Regarding the Dollar Bay mill, the 10 December 1917 *Lumber World Review* narrates: “Woods operations will be conducted by the company this winter at Beaver and it has contract camps running in Keweenaw County and at Bootjack Point.”

The 18 October 1919 *American Lumberman* reports: “J. Abner Sherman of Calumet is opening up a logging job on North Lake Mining Company lands. It is understood that Menasha will get the basswood and that the rest of 2,000,000 feet, hardwood and hemlock, will go to the Dollar Bay Lumber Company at Dollar Bay.” The 6 October 1923 *Michigan Manufacturer & Financial Record*



8-17 1917 Dollar Bay Lumber Company Mill

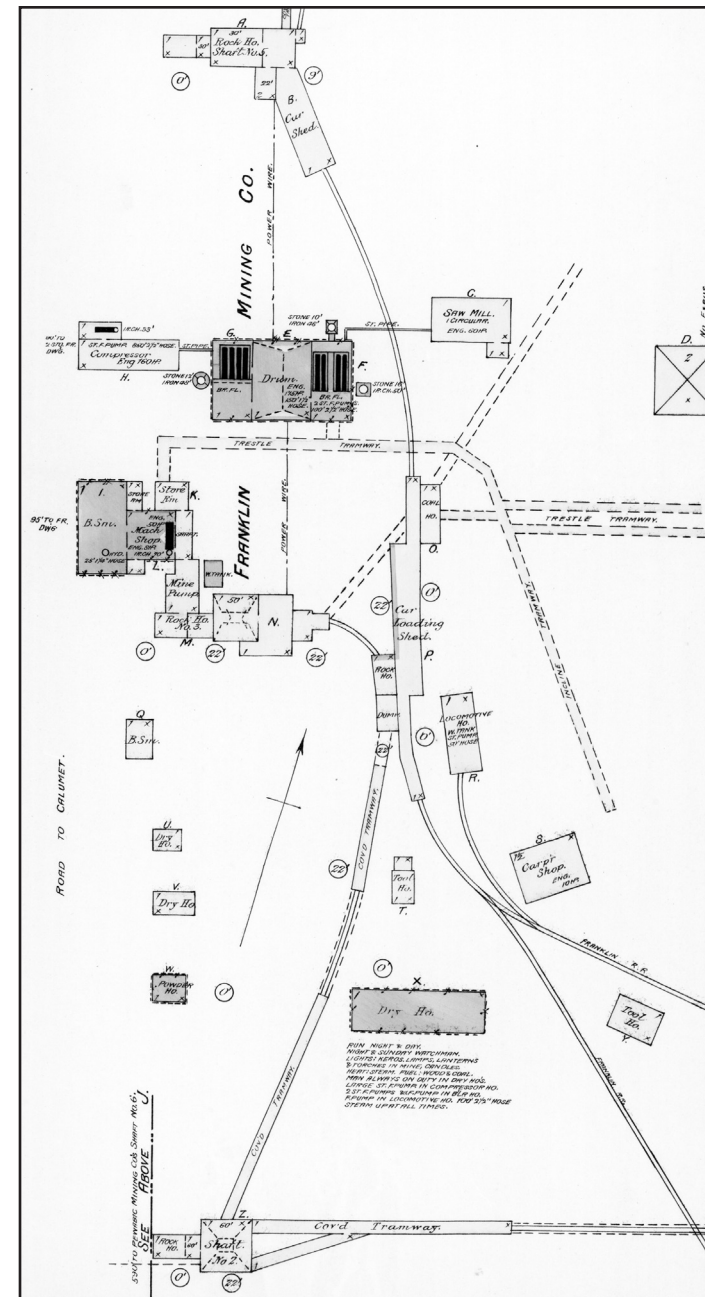
indicates that possibly, the company’s Shay engine was merely used in the lumberyard: “The big mill of the Dollar Bay Lumber Company will be closed down for extensive repairs and improvements. . . . The machine shop will be moved to make room for a new engine house.”

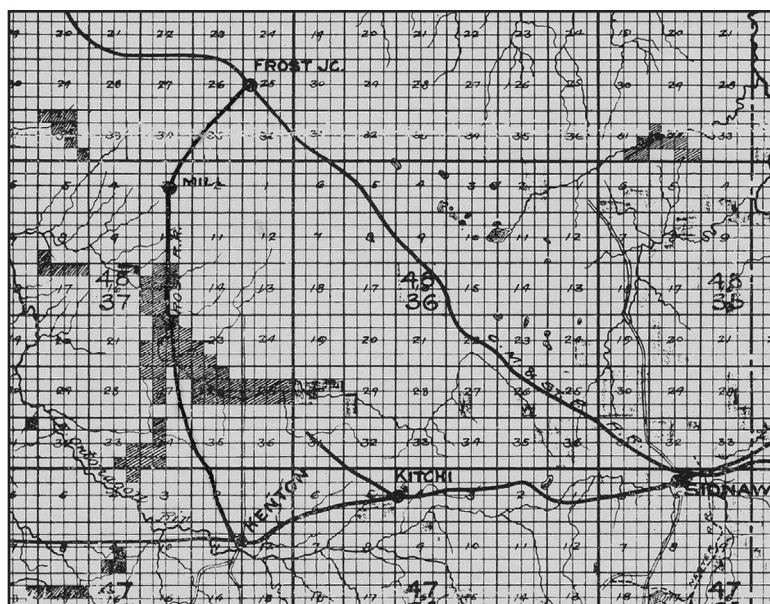
**Oskar Eliassen** was born in a Swedish-speaking area of Finland in 1842 and immigrated to America in 1872. Settling in Houghton County, he was the namesake of the community of Oskar, northwest of the city of Houghton. Eliassen carried out a variety of activities related to forest products. He sold shoring timbers from his sawmill to mining companies and also fabricated railroad ties. Beginning about 1900, Eliassen operated three charcoal kilns at Oskar. His logging activity peaked in that area between 1890 and 1895 and a narrow-gauge logging railroad was used. A dock was located on the east side of Oskar, with the kilns south of the dock.



The web site <http://www.stantontownship.com/history/oskar/> describes a logging railroad used by Eliassen: “At one time he had about 90 horses, also a railroad into the woods (Barb’s note.. the Ruohonen Road in Oskar back to Bohjanen’s was one railroad grade) from which an engine hauled a load of firewood directly to the ship that took it to Lake Linden and by rail up to the mines. The railroad cars were set in motion with horsepower but then they went by themselves down the long downgrade. One big roan named “Engine Tom” was used. . . . As the firewood demand increased an engine was installed that brought the wood down.”

Michigan Railroads & Railroad Companies describes a tram railway operated by the **Franklin Mine**, approximately 1.25 miles northeast of Hancock. It was constructed in 1860, used gravity to convey ore from the mine to the facility's stamp mill, and was 0.8 mile in length. The tram is visible in Figure 8-18, which is part of one of the 1888 Sanborn Fire Insurance Company maps of Houghton.

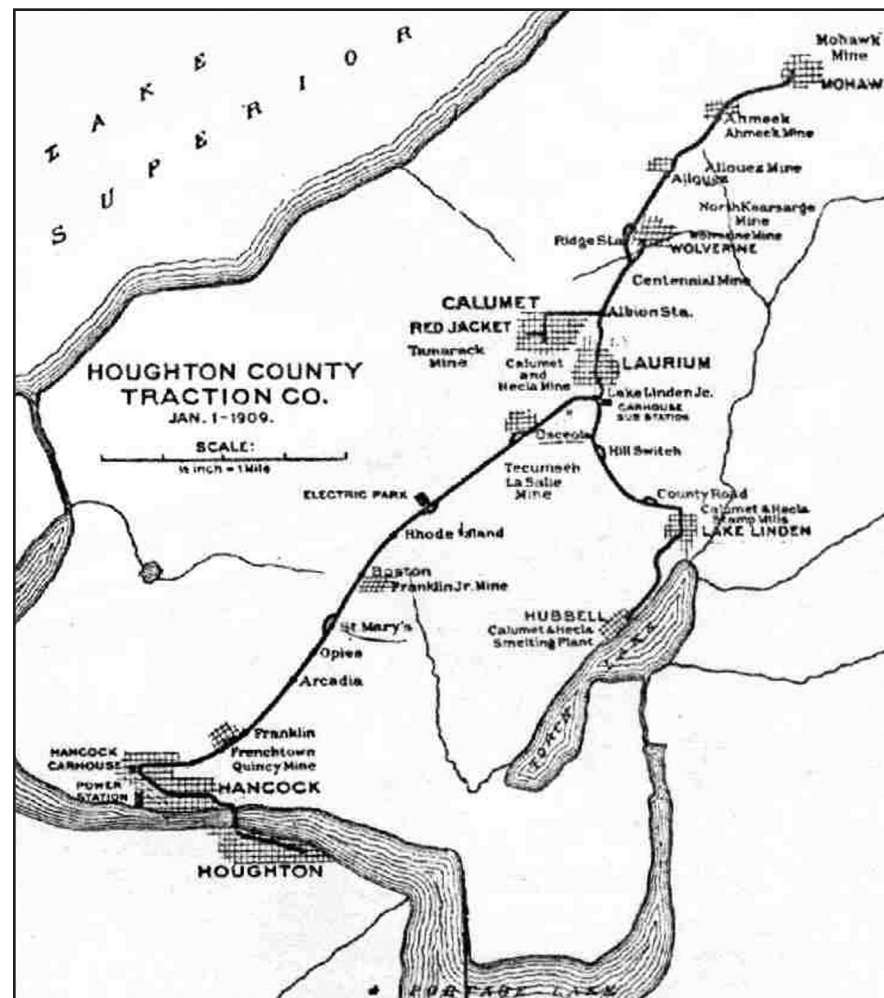




8-19 1898 Frost Shingle Company Railroad

The Frost Shingle Company bought a new, standard-gauge Shay locomotive in 1892. Rand, McNally & Company's 1893 Lumberman's Directory reports that the company's logging railroad was twelve miles in length. The 1897 10<sup>th</sup> Annual Report on the Statistics of Railways of the United States shows a length of 7.12 miles for the line. It appears in The Michigan Book of 1901 but is absent from Polk's 1904 Lumber Directory.

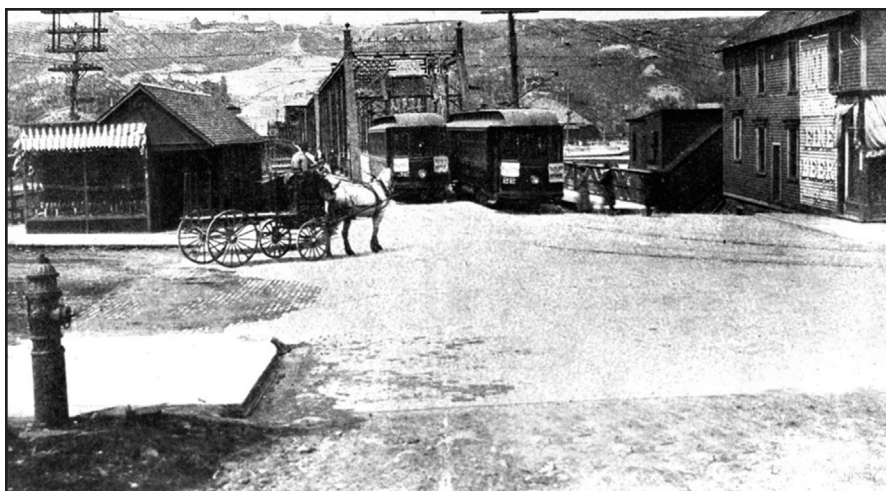
The electric railway system in Houghton County began to take shape when the **Houghton County Street Railway** was incorporated in 1899. The line commenced operation in 1900. A new street railway was incorporated in July 1908. Called the Houghton County Traction Company, it proposed to build a route between the Kearsarge and Mohawk Mines. In September 1908, it acquired the Houghton County Street Railway. Figure 8-20 is a map of the complete system which comes from the company's 1909 timetable. Figure 8-21 is a 1925 image showing



8-20 1909 Traction Company Timetable

two trolleys passing at one end of the bridge between Houghton and Hancock. Service on the line ended in May 1932.

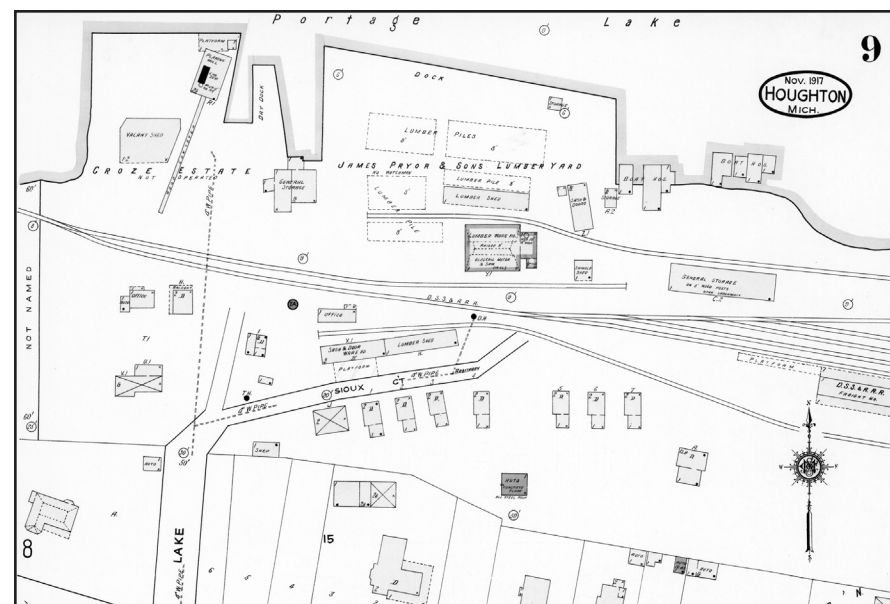




8-21 1925 Bridge Between Houghton and Hancock

The **Houghton Lumber Company** was incorporated at Houghton, Michigan in 1902. Reginald C. Pryor of Houghton was president. He was a businessman who was also involved in copper-mining enterprises, including the Whealkate Mining Company. Reginald's father was James Pryor, who operated a lumber mill at Houghton. That enterprise, James Pryor & Sons, is visible in Figure 8-22. The image comes from the 1917 Sanborn Fire Insurance Company maps of Houghton. The location is immediately north of College Avenue, near Lake Street and Sioux Court. Houghton Lumber Company timber was brought there for milling.

Michigan's Logging Railroad Era, 1850-1963, A Selected and Annotated Bibliography reports that by 1912, the Houghton Lumber Company was using a twelve-mile logging railroad. The location is not specified, but it probably was in the region of the community of Otter (Section 33, Township 51 North, Range 36 West) in Houghton County. The 1913 *Michigan Manufacturer & Financial Record* narrates "The Houghton Lumber Company during the week opened camps at Fourteen-Mile Point, Ontonagon County, and at Otter in Houghton County."

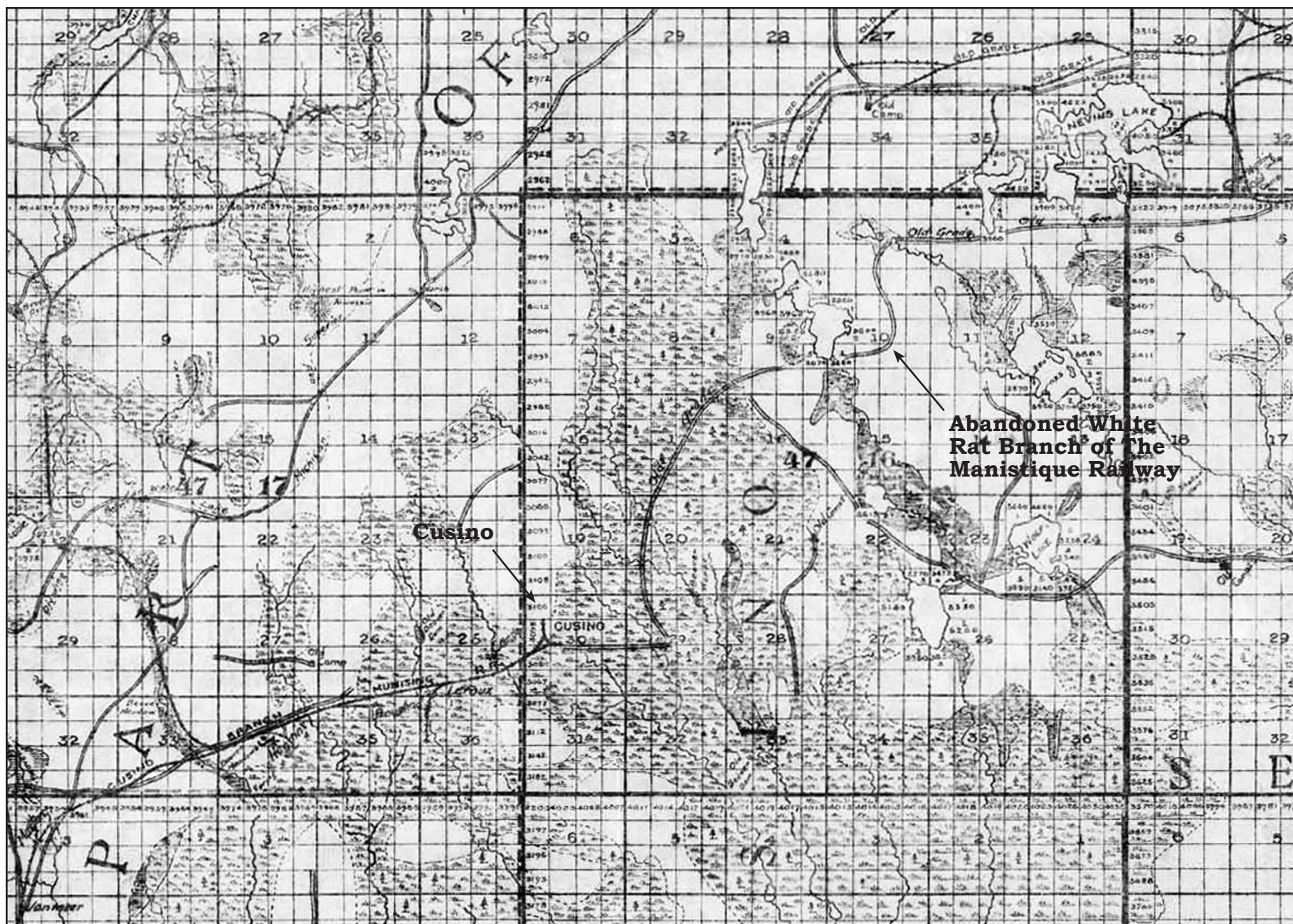


8-22 1917 James Pryor & Sons Mill at Houghton

The Houghton Lumber Company was dissolved in 1927. Its right-of-way originating from Otter may have been reused, in 1930, by the Baraga Lumber Company. The 28 November 1935 *L'Anse Sentinel* recorded: "About 25 miles of Mineral Range and Pryor logging railroad track have been picked up in Houghton County . . . The Mineral Range track was taken up from Alston to Simar, the former logging road being entirely picked up."

Charles Henry Worcester lived for most of the year in Chicago, managing his business, the **Worcester Lumber Company**. He did spend summers at Chassell, where one of his logging operations was based. He was also one of the owners of the Greenwood Lumber Company, at Ontonagon.





8-23 Undated But Probably Circa 1905 Map Showing Cusino and the Cusino Branch of the Munising Railway



In addition to a large mill at Chassell, Worcester owned the Worcester Cedar Company. Its headquarters and shingle mill were at Cusino, in north-central Schoolcraft County. The history of railroad logging in the vicinity of Cusino began in 1899 when The Manistique Railway completed its White Rat Branch. The western terminus of that branch was slightly more than one mile east-northeast of the place where Cusino would eventually be founded. Figure 8-23 is an undated map from the Archives of Michigan. It is likely that it represents the situation about 1905. The White Rat Branch has been abandoned, likely because all pine timber had been removed from the area immediately east of Cusino.

Michigan's Logging Railroad Era, 1850-1963, A Selected and Annotated Bibliography mentions that the Worcester Cedar Company was formed in 1905, at the same time that the East Branch of the Munising Railway (later part of the Lake Superior & Ishpeming Railway) reached Cusino. By 1906, American Lumberman's Industrial Statistics: List of Steam Logging Roads notes that the Worcester Cedar Company had seven miles of track in operation. Shingles were exported from Cusino over the Munising Railway. American Lumberman's 1910 Register of Sawmill Equipment reports fourteen miles of track in use, two locomotives, and fifty cars. The company was "contemplating" adding an additional 35 miles of railroad. It seems likely that the name for Worchester Lake, about four miles east of Cusino, is a corruption of the name of the company that harvested cedar in that area. Figure 8-24 is a photograph of a Shay engine bought new by Worcester's company in 1905.

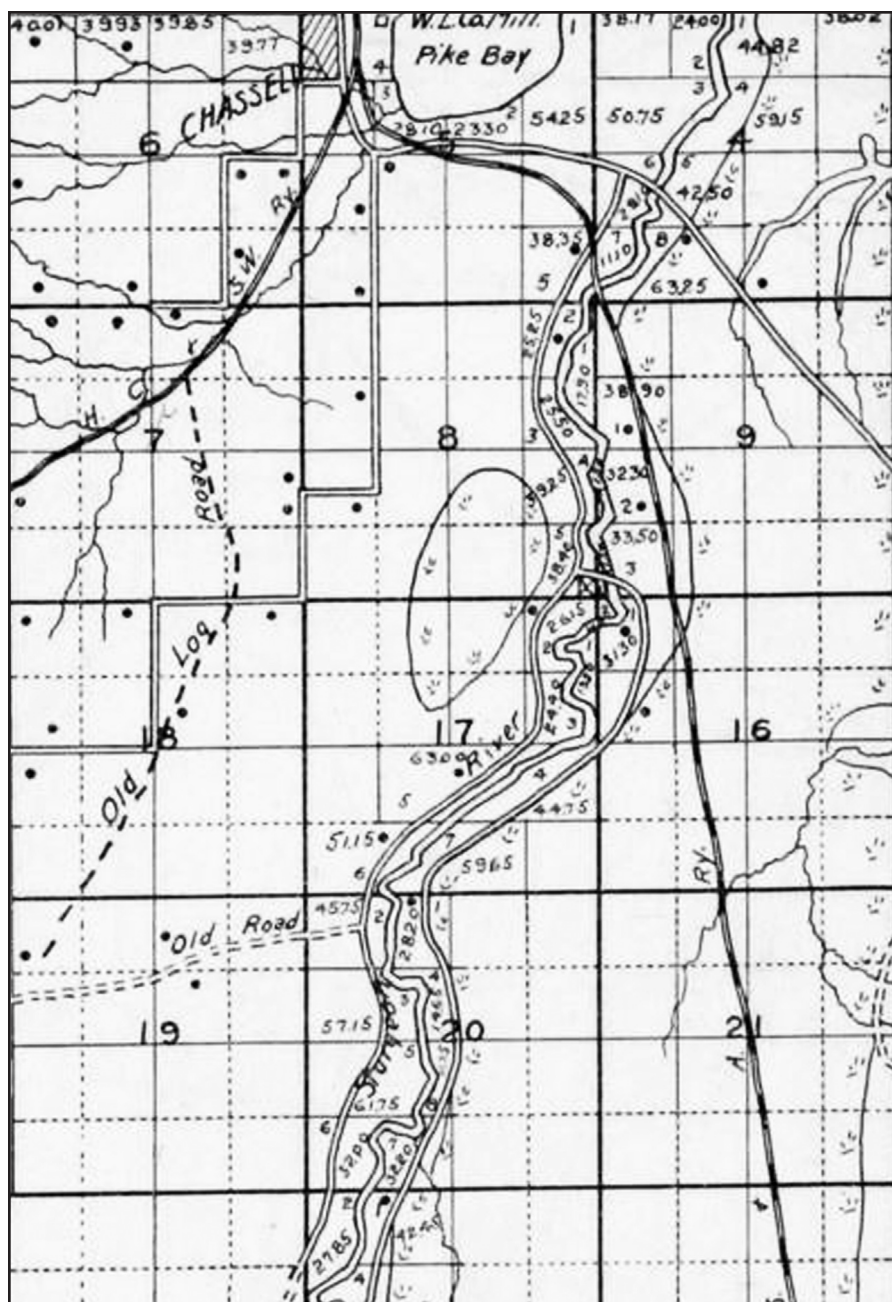
The 8 June 1912 *American Lumberman* reveals that "M. A. Nadeau, of Cusino, has been appointed manager of the new State bank of Chassell. He has for the last six years been in charge of the Worcester Cedar Company, at



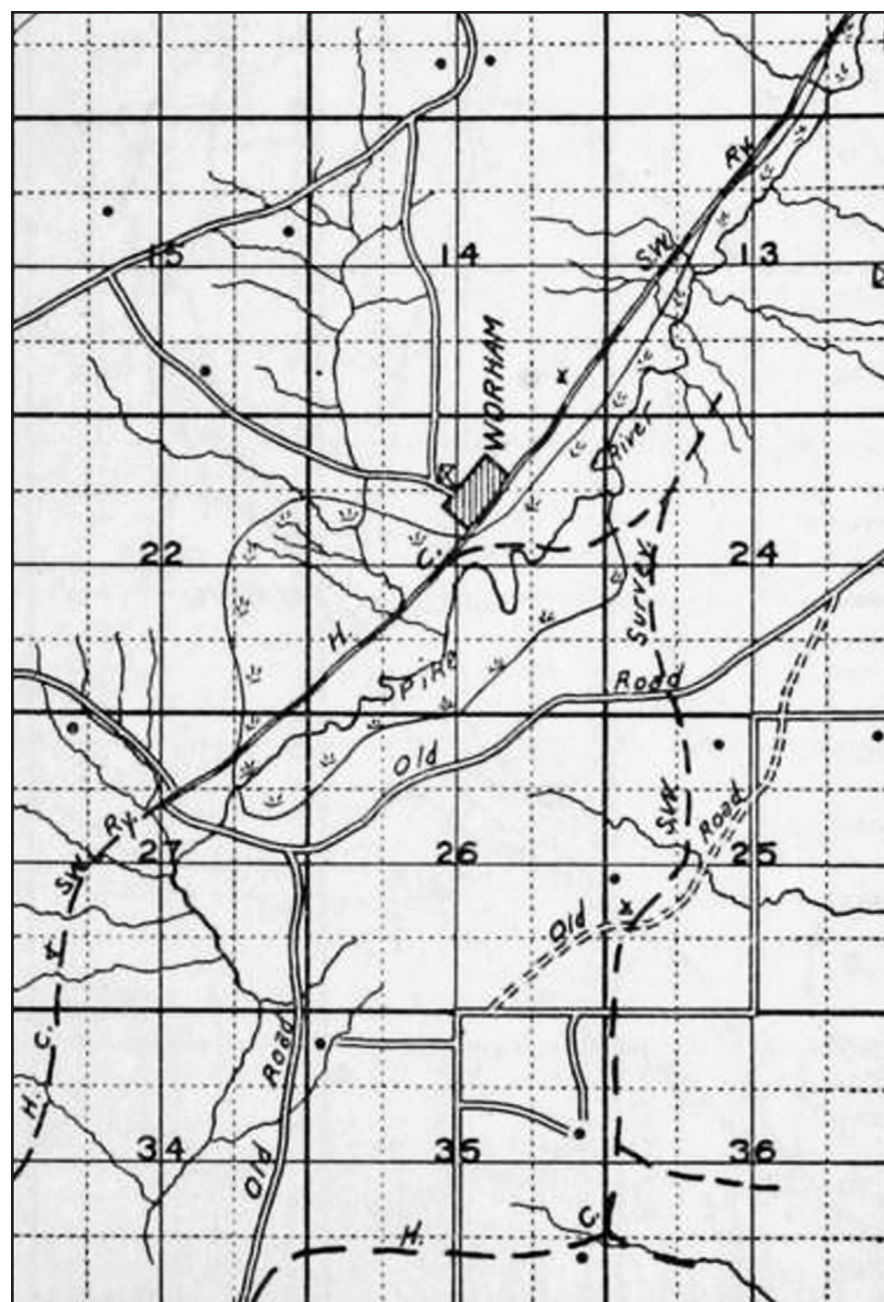
8-24 Worcester Cedar Company Shay Locomotive #2

Cusino. The Worcester Company has cut its holdings in the vicinity of Cusino."

Charles Henry Worcester's activity at Chassell, in Houghton County, began in 1902 when he bought the Sturgeon River Lumber Company and its associated mill. At Chassell, the Sturgeon River Lumber Company had been in business since 1887. Worcester formed the Worcester Lumber Company in 1903. After several years, the supply of timber coming to the mill via the Sturgeon River became depleted and a logging railroad was needed. The **Houghton, Chassell & Southwestern Railroad** (HC&SW) was incorporated 22 March 1909. Figure 8-25



8-25 1911 "Old Log Road" SW of Chassell



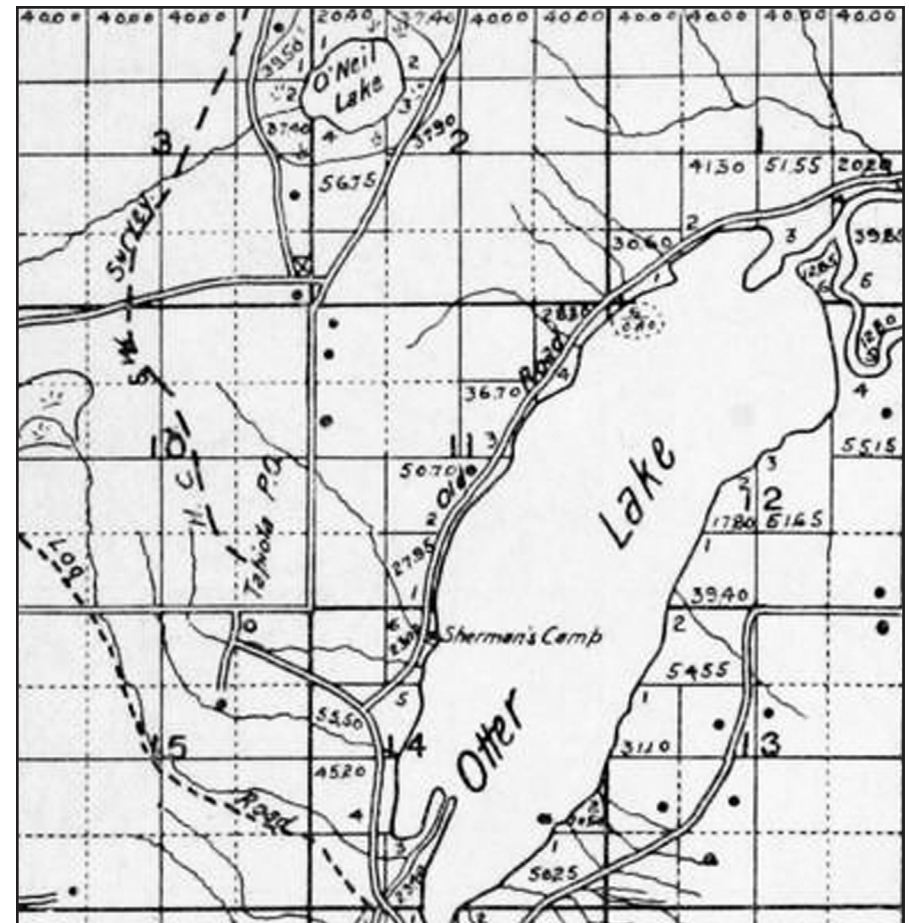
8-26 1911 HC&SW in T 53 North, R 34 West



is part of the 1911 Plat Book of Houghton County. The “Old Log Road” in Sections 7, 18, and 19 may have been a skid road used by either the Sturgeon River Lumber Company or the Worcester Lumber Company. Figure 8-26, from the same plat book, shows the HC&SW and its surveyed additions in Township 53 North, Range 34 West. Figure 8-27 displays the proposed new right-of-way in Township 52 North, Range 34 West. By 1912, the HC&SW had twelve miles of track and trackage remained at twelve miles in 1917. Figure 8-28 is from the Claude Stoner Collection at the Bentley Historical Library. Undated, the image shows HC&SW Engine # 2, a Forney-type locomotive. The railroad was still in operation in 1924; the Worcester Lumber Company ceased operating in 1928.

“Isle Royale” is a name that was associated with copper mining in the Keweenaw Peninsula for many centuries. Native Americans were the first to make use of natural-occurring deposits of this metal in the region south of the city of Houghton.

The Ohio & Isle Royale Company was formed in 1852 for the purpose of exploiting copper deposits on Isle Royale, in Lake Superior. However, by the end of that year, the company decided to concentrate its effort on three rich veins of copper located immediately south of Houghton. The business was reorganized as the Isle Royale Copper Company in 1855, but suspended mining in 1857. The mine was worked by other organizations until it was closed in 1885. Reorganized again, in 1899, as the Isle Royale Consolidated Copper Company, it then controlled the Huron, Grand Portage, Frue, and Dodge Mines. This complex of mines was bought by Calumet & Hecla Mining Company in 1909, which operated the properties until



8-27 1911 HC&SW in T 52 North, R 34 West

they were closed during the Depression. Mining resumed in 1932 and ceased permanently in 1949.

A railroad was built from the properties of the **Isle Royale Mine** complex to the company’s stamp mill on Portage Lake. It does not yet appear on the 1894 *Map of the Mineral District of Northern Michigan* but can be found on the 1898 *Map of the Copper Range Houghton County Michigan*. Figure 8-29 presents the 1923 *Map of Entire*



*Surface Isle Royale Copper Company.* These three maps are preserved at the Archives of Michigan.

The **Lake Linden & Eastern Railroad** is covered in this chapter primarily to discount the likelihood that it ever existed. The name of that railroad appears in the Reverend Herman Page Collection (MS-082) at the Michigan Technological University Archives, Series II, Box 2, Folder 7. Figure 8-30 reproduces the image of an article from an unnamed newspaper dated 16 May 1964. Included in the image is something that likely is a poster dated July 1896.

Almost none of the information in this article can be confirmed. Houghton County deed indexes covering the time between 1880 and 1905 fail to show the Lake Linden

& Eastern Railroad as a grantee. The 1900 federal census does not include the names of Winans Sutter, Hennes J. McKinnon, Grover Orr, or Benjamin Gray anywhere in Michigan, let alone Houghton County. Gregoryville did exist on the east shore of Torch Lake, and Lake Linden had a Harris Street located in the Harris Addition to Lake Linden. However, no evidence could be found for the existence of a Harrisville, Henwood (also called Henwoodville in this article), or Monkeytown.

According to the poster, the depot of this railroad was “opposite the Lake Linden Grand Opera House.” The location of the opera house is illustrated in Figure 8-31, which is part of the 1923 Torch Lake Mills map (updated in 1927) preserved at the Archives of Michigan. Note that the Houghton County Traction Company street railway, in Lake Linden, ran on Calumet Street, not across the street from the opera house. The 1893 and 1900 Sanborn Fire Insurance maps of Lake Linden do not show a depot opposite the opera house, nor any railroad-related property. Pending receipt of information to the contrary, I am suspicious that the poster visible in Figure 8-30 was created as a joke.

The 1911 Plat Book of Houghton County discloses the presence of a “**Log Road**” approaching the south end of Otter lake, in Township 52 North, Range 34 West. Figure 8-27 reproduces part of that image. A surveyed portion of the Houghton, Chassell & Southwestern Railway is also visible. The operator of this “Log Road” has not been determined.

Michigan Railroads & Railroad Companies outlines the history of the **Mineral Range Railroad**. Its forerunner





## Lake Linden Man Recalls Old Rail Line

The Torch Lake district's William Parks recalled during the week the old Bagley railroad which ribboned from the Torch Lake district to the Bootjack region in days before the century's turn.

Few people today can remember the old logging line which was of narrow gauge and wound its way over the countryside flanking the Torch Lake region's swampy lands between the present Lake-Hubbell area and Big Portage.

But, though Gregoireville, Monkeyville, Henwood and other such locations were popular in days of yore, days when lumbering and logging flourished in the region, such places today are known by few people save those who reside in the district.

When it comes to the Lake Linden and Eastern Railroad, there are few persons who know anything about the line. Some have said that it connected with the Calumet and Torch Lake, the former current Calu-

met Division line between Calumet and Torch Lake. There are those who say, too, that in its latter days it was used to convey ashes to locations east of the C&H industrial sites. Longtime railroad men have been queried as well as many of the older gentry in the Lake-Hubbell area. Some of these have labelled the line a joke, but that it actually existed is

the decree of many. As per the poster shown with this article, Grover Orr was one of the officers of the line. There are many in the Lake region who recall this name but none who can connect him with such an ambitious railroad label.

G. Walton Smith, who furnished the adjacent poster, vouches for the line's existence but he is devoid of extensive information. A collector of note, Smith would be glad to hear from people who are familiar with the line. He may be addressed at Lake Linden.

On the Monkeyville excursion such places as the Lake Linden Driving Park, the exhibition grounds and other attractions were to be visited via the Lake Linden and Eastern R.R.

## Monkeytown Celebrates —AND THE— Lake Linden & Eastern R. R.

Will run an Excursion Train, calling at the handsome town of Henwoodville, and stepping a short time at Harristown to take in the sights; arriving at Monkeytown in time to take in the doings.

Excursion train starts from the depot, opposite the Lake Linden Grand Opera House, two doors east of the Henwoodville Real Estate Office.

Winans Sutter,

Hennes J. McKinney,

General Passenger Agt.

General Manager.

Grover Orr, Freight Agt.

Benj. Gray, Atty.



8-31 1923 Map of Torch Lake Mills

was incorporated 9 June 1871 as the Mineral Range & L'Anse Bay Railroad, which was a 36-inch gauge line. It was reincorporated 25 October 1872 as the Mineral Range Railroad (MR) with its headquarters at Hancock. The line was opened 11 October 1873 between Hancock and Calumet, both in Houghton County. The railroad's charter was amended 15 February 1899, changing it to standard gauge, and proposing extensions to Copper Harbor and the Ontonagon River. The MR also completed its South Range Line in December 1900. It was not directly connected to the rest of the MR system. The Mass Consolidated Mining Company had signed a contract with the MR in October 1899. It provided that

the MR would build a branch line from the Mass Mine, in Ontonagon County, to a stamp mill that the mining company was constructing on Keweenaw Bay. The west end of the South Range Line was abandoned in 1923; the remainder was pulled up about 1941.

The **Hancock & Calumet Railroad** (H&C) was originally constructed with narrow gauge track. It was converted to standard gauge by the end of 1900. The MR took control of the H&C 1 June 1901; the MR, itself, was eventually controlled by the DSS&A. In 1902, the MR leased the Mohawk Mining Company Railroad; that lease was signed over to the Copper Range Railroad in 1917. The MR was merged into the DSS&A 1 November 1949.



The **Northland Lumber Company** was incorporated at Grand Rapids in 1905. David Wolf, a Grand Rapids resident, was president and G. H. Plato of Greenville was vice-president. Subsequently, the company was involved in operation of a sawmill at the mouth of the Fox River, in Green Bay, Wisconsin.

A standard-gauge logging railroad was operated from Plato (designated as Pori by the CMSP&P), in Houghton County. The Northland Lumber Company line extended into Ontonagon County, and it bought a new Shay locomotive in 1909. Figure 8-32 is an advertisement that appears in the 3 January 1914 *American Lumberman*.

It is unclear when the logging railroad ceased operating. Many of its rights-of-way were subsequently reused by the Von Platen-Fox Lumber Company railroad.

The **Copper Range Railroad (CR)** began operating at Winona in 1899. The Winona Copper Company probably built a short segment of railroad at about that time, linking the Winona Mine with the CR. Figure 8-33 shows

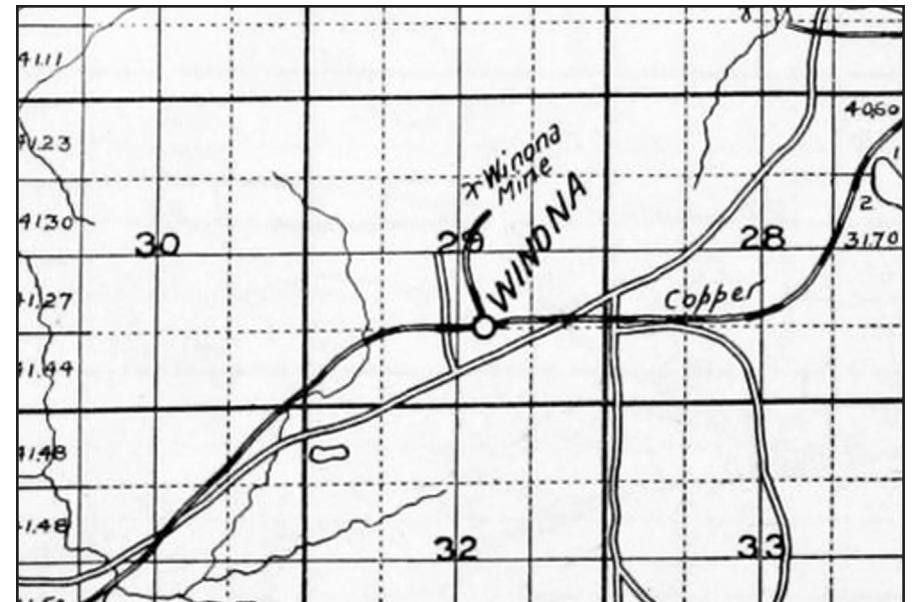
# The Wolf-Lockwood Lumber Co.

## MANUFACTURERS AND DEALERS

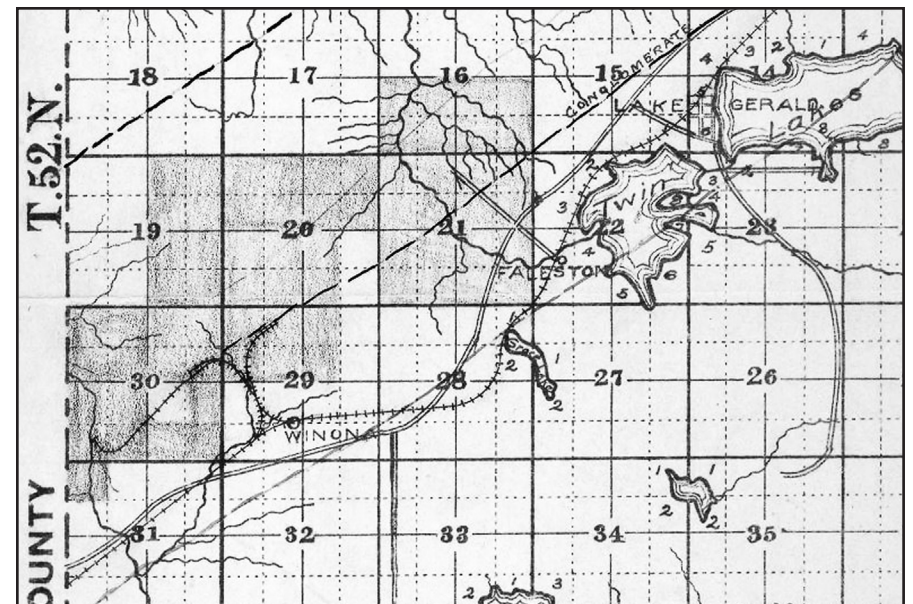
**MILLS:**  
Northland Lumber Co.  
GREEN BAY, WIS.

**Main Office and Yard,**  
GRAND RAPIDS, MICH.

8-32 1914 Advertisement-Northland Mill at Green Bay



8-33 1911 Winona Mine Railroad



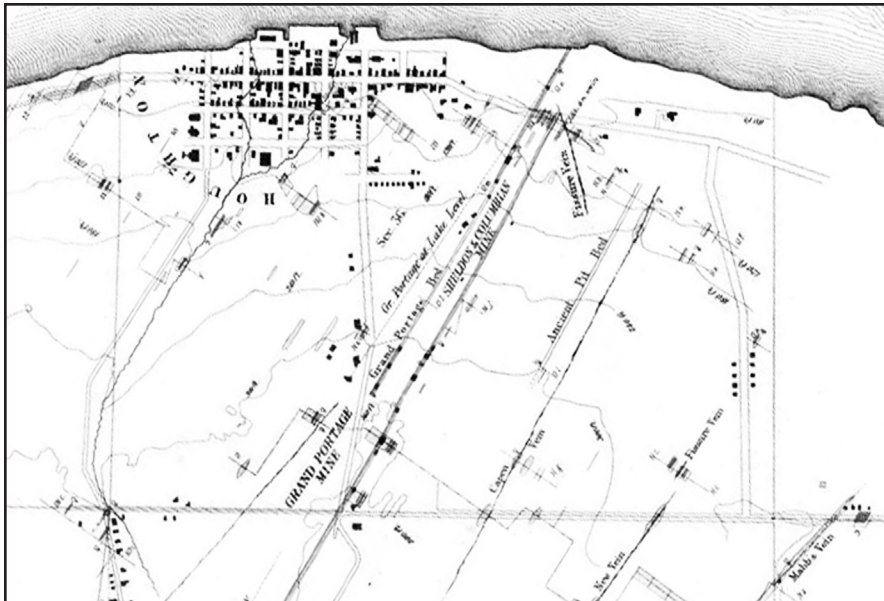
8-34 1919 Winona Mine Railroad

the connection on part of the 1911 Plat Book of Houghton County. That same year, the nearby King Philip Mine was purchased and merged into the Winona operation. Figure 8-34 comes from a 1919 map of Houghton county preserved at the Archives of Michigan. The company's rail configuration is visible.

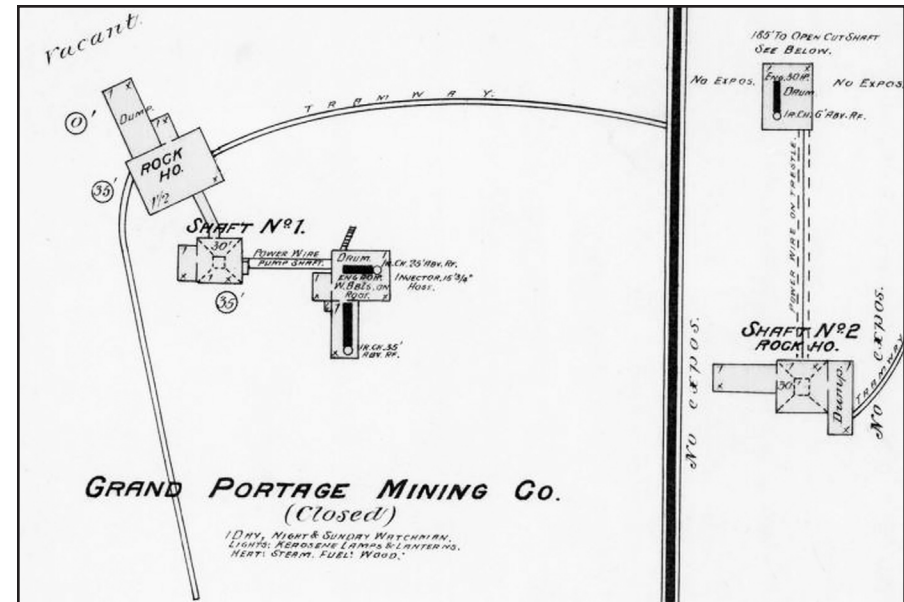
On 15 May 1920, the Winona Mine complex suspended operations. The Pampa Land Company was incorporated later that year, with Dennis E. Glavin of Escanaba as president. In 1921, it purchased the timber rights on the Winona properties, and rented its buildings and railroad. The sawmill in use by the Pampa Land Company burned in 1923 and was rebuilt. The railroad was extended, reaching into Ontonagon County. When it was abandoned is unclear; the Pampa Land Company was dissolved in 1934.

The **Portage Lake Mining Company** was incorporated at Houghton in 1854 and reincorporated, there, in 1864. Michigan Railroads & Railroad Companies reports that the company operated a private mining road in 1865; it connected the mine to the "top of hill." The mine was in the southwest quarter of Section 36, Township 55 North, Range 34 West, immediately south of Houghton.

Figure 8-35 is part of Brooks' 1873 *Map of the Portage Lake Mining District*. Several shafts of the Grand Portage Mine complex are visible. Figure 8-36 comes from the 1888 Sanborn Fire Insurance Company map of this area, which is listed under the city of Hancock. A tramway can be seen.



8-35 1873 Grand Portage Mine Complex



8-36 1888 Tram Railway of Grand Portage Mine



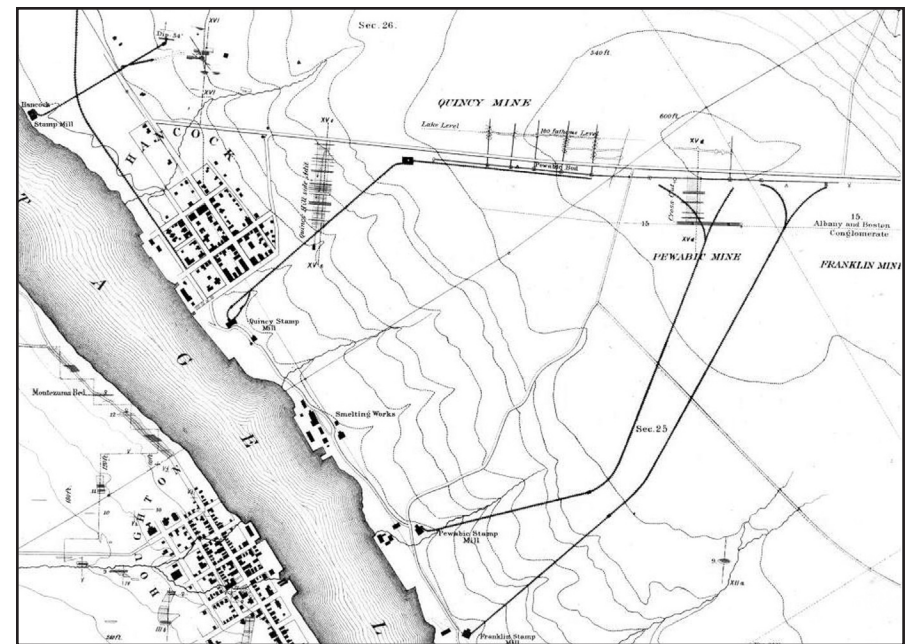
The 4 July 1914 *American Lumberman* reports that the **Porterfield & Ellis Company** had been formed, with headquarters at Green Bay, Wisconsin. George W. Ellis, manager of the D. W. Britton Cooperage Company of Green Bay, John W. Porterfield of Oconto, Wisconsin, and two other individuals were the principal owners. The company had acquired the G. F. Sanborn tract, 4,100 acres of timberland in Ontonagon County. Porterfield was to oversee camps and logging. A logging railroad would originate from the CMSP&P in Houghton County at Britton Spur, near Pori.

The company's logging railroad was distinct in that it had the steepest grade ever used by any adhesion (non-cog) railway in the United States. Instead of building high trestles over the East Branch of the Ontonagon River and Rousseau Creek, the valleys enclosing these waterways were crossed using an unusual technique: the train was accelerated down one side of the valley, attaining a speed of up to 60 miles per hour, gaining enough momentum to climb the 20% grade on the other side. The operation is described in detail by Clinton Jones, Junior, in "World's Steepest Adhesion Railroad," which appears in the June 1969 *Trains Magazine*. Michigan's Logging Railroad Era, 1850-1963, A Selected and Annotated Bibliography notes that the Porterfield & Ellis railroad ceased operating in 1938.

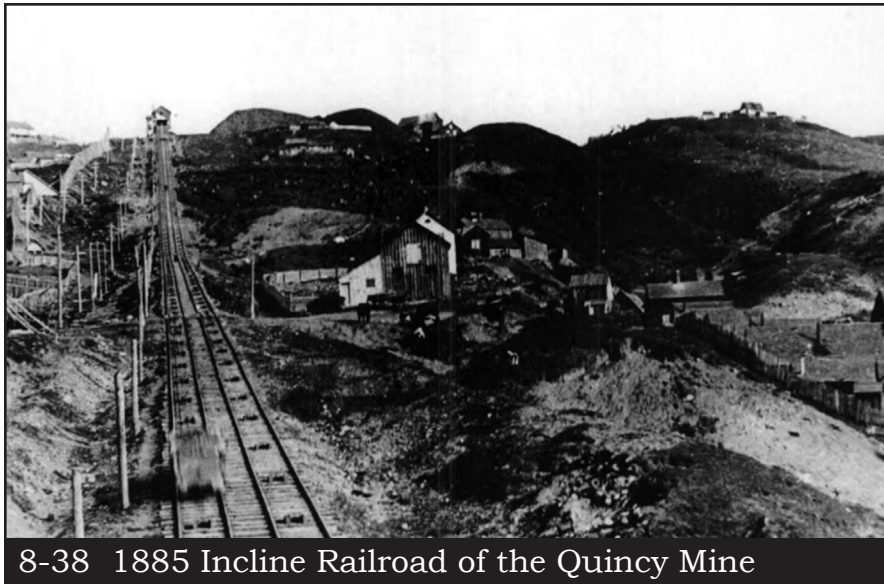
The **Quincy Mining Company** was formed in 1846 as a merger of the Northwest Mining Company and the Portage Mining Company. A problem with communication between various government offices had resulted in both companies being sold the same tract of land. Many of the early investors resided in Quincy, Massachusetts.

The company's first copper stamp mill was located on Portage Lake, south of the Quincy Mine. It, along with the mills of the Hancock, Pewabic, and Franklin Mines, is visible in Figure 8-37, which is part of Brooks' 1873 *Map to Accompany the Cross Sections of the Portage Lake District (Part I)*. The incline railway between the Quincy Mine and the stamp mill is visible in Figure 8-38. It is an 1885 image, courtesy of the A. F. Isler Collection, at the Houghton County Historical Society.

By 1890, it was no longer possible to dump tailings from the stamp mill into Portage Lake, and a new mill was opened on Torch Lake, which became the community of Mason. With construction commencing in 1888, the 36-inch gauge **Quincy & Torch Lake Railroad** was a bit more than six miles in length; it was used to transport ore from the mine. On the return journey, rock cars



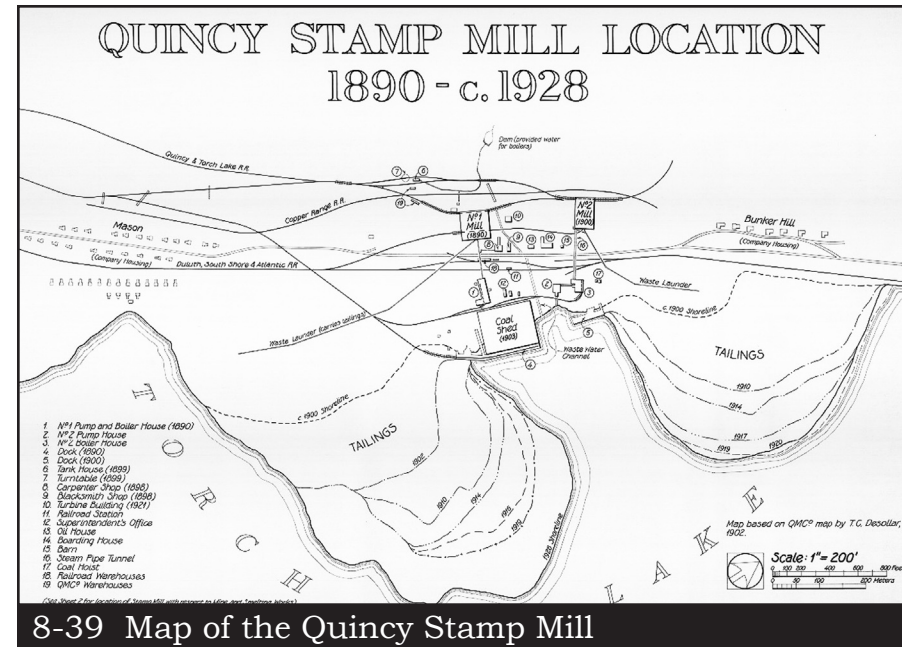
8-37 1873 Several Portage Lake Mines and Mills



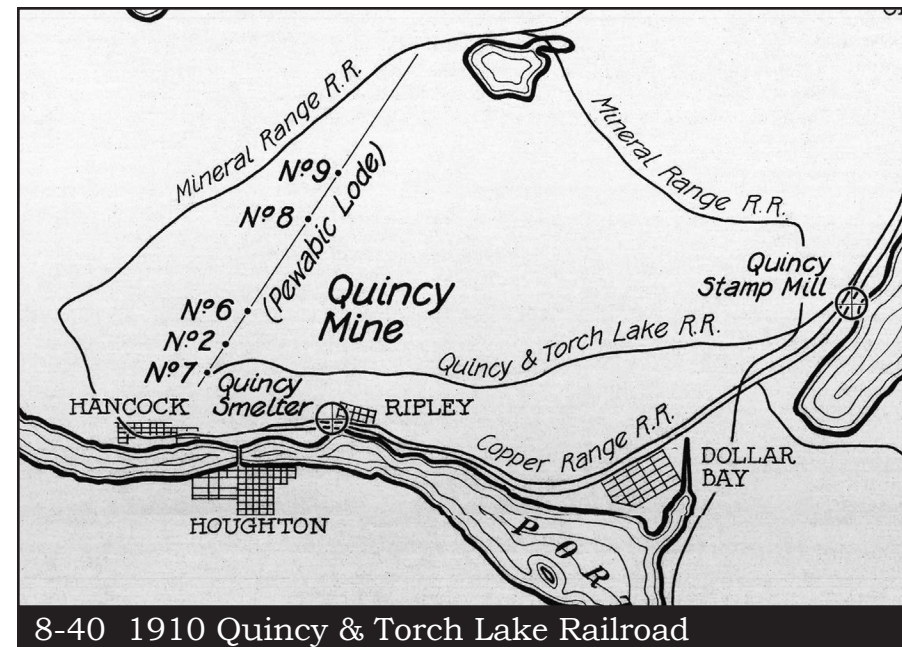
8-38 1885 Incline Railroad of the Quincy Mine

carried coal for use at the mine. Figure 8-39 reproduces *Quincy Stamp Mill 1890 - c. 1928*. The map is preserved at the Archives of Michigan. Figure 8-40 is part of the 1910 *Lake Superior Copper Region* and is also from the Archives of Michigan. The Quincy & Torch Lake Railroad can be seen. The railroad continued to operate until 1945, when the Quincy Mine ceased operating.

The **Sparrow-Kroll Lumber Company** was incorporated at Lansing in 1895. Edward Wheeler Sparrow and William Kroll were the principals of the company. Sparrow was an investor who became interested in the pine lands of southern Houghton County about 1891. Kroll, who had homesteaded in that area, was enlisted to evaluate, and buy timberland there. After incorporation, Kroll became the local manager of the company's operation and sawmill, which was located on the East Branch of the Ontonagon River.

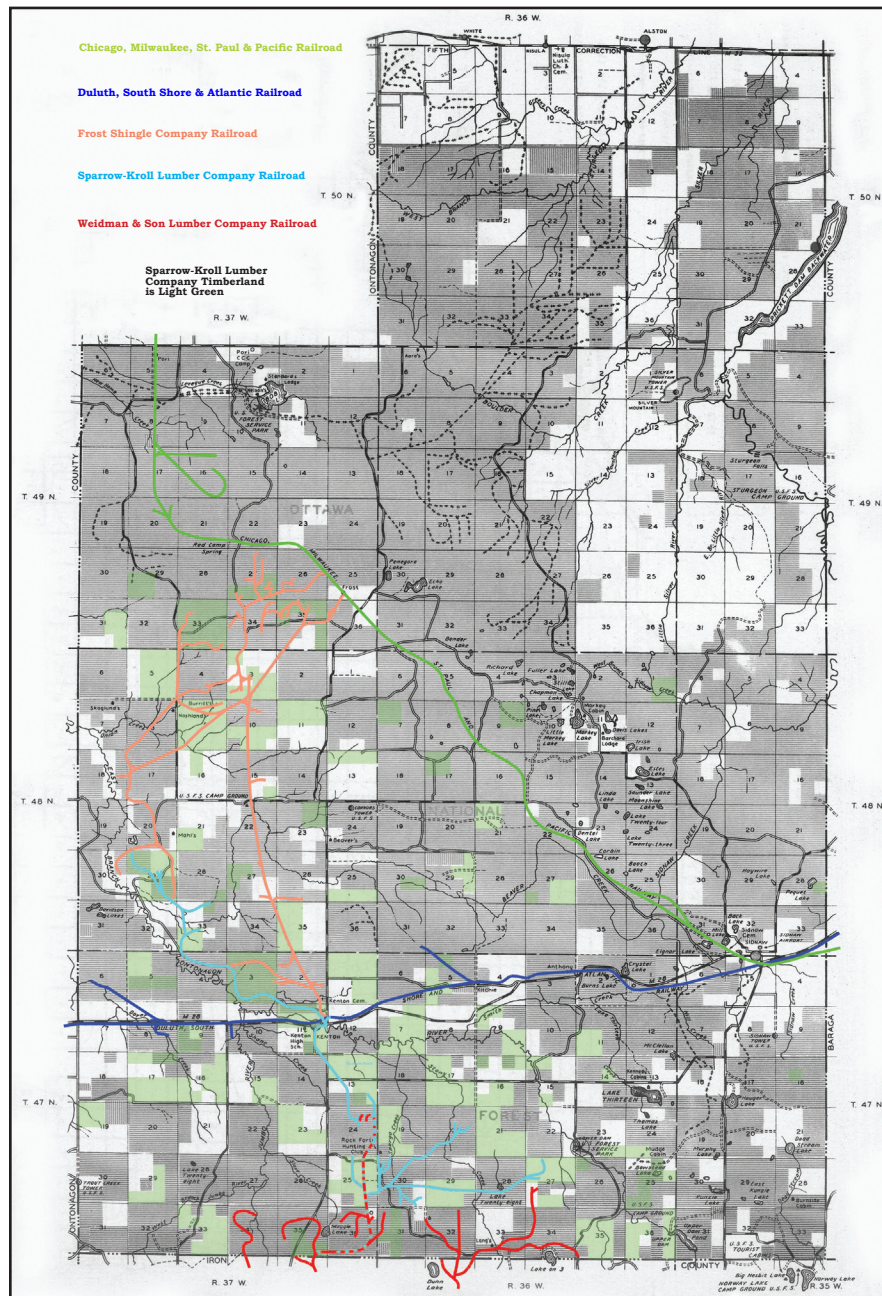


8-39 Map of the Quincy Stamp Mill



8-40 1910 Quincy & Torch Lake Railroad





8-41 Sparrow-Kroll Lumber Company Timberland

Michigan's Logging Railroad Era, 1850-1963, A Selected and Annotated Bibliography reports that the sawmill was up and running by 1893. The 1900 Michigan Railroad Appraisal, preserved at the Bentley Historical Library, reveals that the company operated a standard-gauge logging railroad. The mainline was twelve miles in length, with 30 miles of sidings, spurs, and branch lines. A 17 June 1902 *Portage Lake Mining Gazette* article mentions that the railroad had 25 miles of track.

Figure 8-41 identifies the company's Houghton County timberland with a light green color. The northerly properties were in an area where cedar logs were being harvested by the Frost Shingle Company. The railroads of both companies were active at approximately the same time. It seems possible that some of the grades attributed to the shingle company's railroad may actually have been operated by the Sparrow-Kroll Lumber Company.

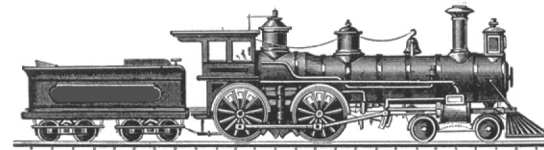
The Sparrow-Kroll Lumber Company closed its mill at Kenton in 1909; Kroll left Michigan in 1910. He relocated in St. Maries, Idaho, where the St. Maries Lumber Company was a direct successor to the Sparrow-Kroll Lumber Company of Michigan. After the Sparrow-Kroll Lumber Company railroad was picked up, Weidman & Son extended their logging railroad north, into the region where the southern part of the Sparrow-Kroll line had been removed.

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DeForest A. Stratton owned the **Stratton Handle Factory**, situated in Houghton County at Atlantic Mine. He had moved his operation there in 1912, from Tower, in Cheboygan County. By January 1913, Stratton's company began the production of lumber and handles. A standard-gauge logging railroad was constructed, and a new Shay locomotive purchased.

Logging occurred from two locations along the Copper Range Railroad, with timber hauled to Atlantic Mine for milling. Near Donken, northeast of Atlantic Mine, one spur originated at Wibbings Crossing. Southwest of Atlantic Mine, in Ontonagon County, Stratton Spur was a larger operation than the one at Wibbings Crossing. The community of Stratton's sprang up along Stratton Spur, in Section 35, Township 52 North, Range 37 West.

It is not known when the railroad ceased operating. The handle factory closed in 1942; the sawmill portion of the business was sold to Copeland Lumber Company in 1947. That mill closed and was removed in 1949.





# Chapter 9

## Iron County

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*Master List of Wisconsin Logging Railroads*, accessible at <http://sassmaster.tripod.com/vilas.html>, describes the **Hackley-Phelps-Bonnell Lumber Company Railroad** (HPB) in a section devoted to Vilas County, Wisconsin: “This company began operations in 1904 with a line running north and east of Phelps, reaching into the Smokey Lake area and into (Iron County) Michigan (see the Iron-West map) . . . For a period of time, it appears that H-P-B operated the C&NW branch line from Conover to Phelps as part of its logging railroad as well.” The HPB used standard-gauge equipment.

The parent lumber company was named for John Bonnell, William A. Phelps, Charles A. Phelps, and Charles H. Hackley. In the early 1880s, Hackley had been associated with Thomas Hume in ownership of Clare County’s Long Lake & Muskegon River Railroad. The unincorporated Wisconsin community of Phelps was located at the northeast end of North Twin Lake; it is part of the Town of Phelps, in the northeast part of Vilas County. Figure 9-1 is a map showing the community and much of the logging railroad which directly served the Hackley-Phelps-Bonnell sawmill. Two spurs at the northeast end of the grade coming east, out of Phelps, entered Stambaugh Township of Iron County, Michigan. They were in Michigan’s Township 43 North, Range 37 West. There, the 1917 Hixon atlas Michigan, Northern (not reproduced here) reveals that the company owned timberland in Sections 21, 27, 29, 33, and 35. Both spurs crossed the state line and are visible in Figure 9-2.

Another part of the HPB was built entirely in Gogebic County, Michigan (see Gogebic-East). It originated from the Chicago & North Western Railway (C&NW) in Watersmeet Township, immediately north of Land ‘O Lakes, Wisconsin. The switch was in Section 32, Township 44 North, Range 39 West, and that logging branch travelled north near the west side of Duck Lake.

From the branch, logs were hauled south on the C&NW to Conover, Wisconsin and then east, to the mill at Phelps.

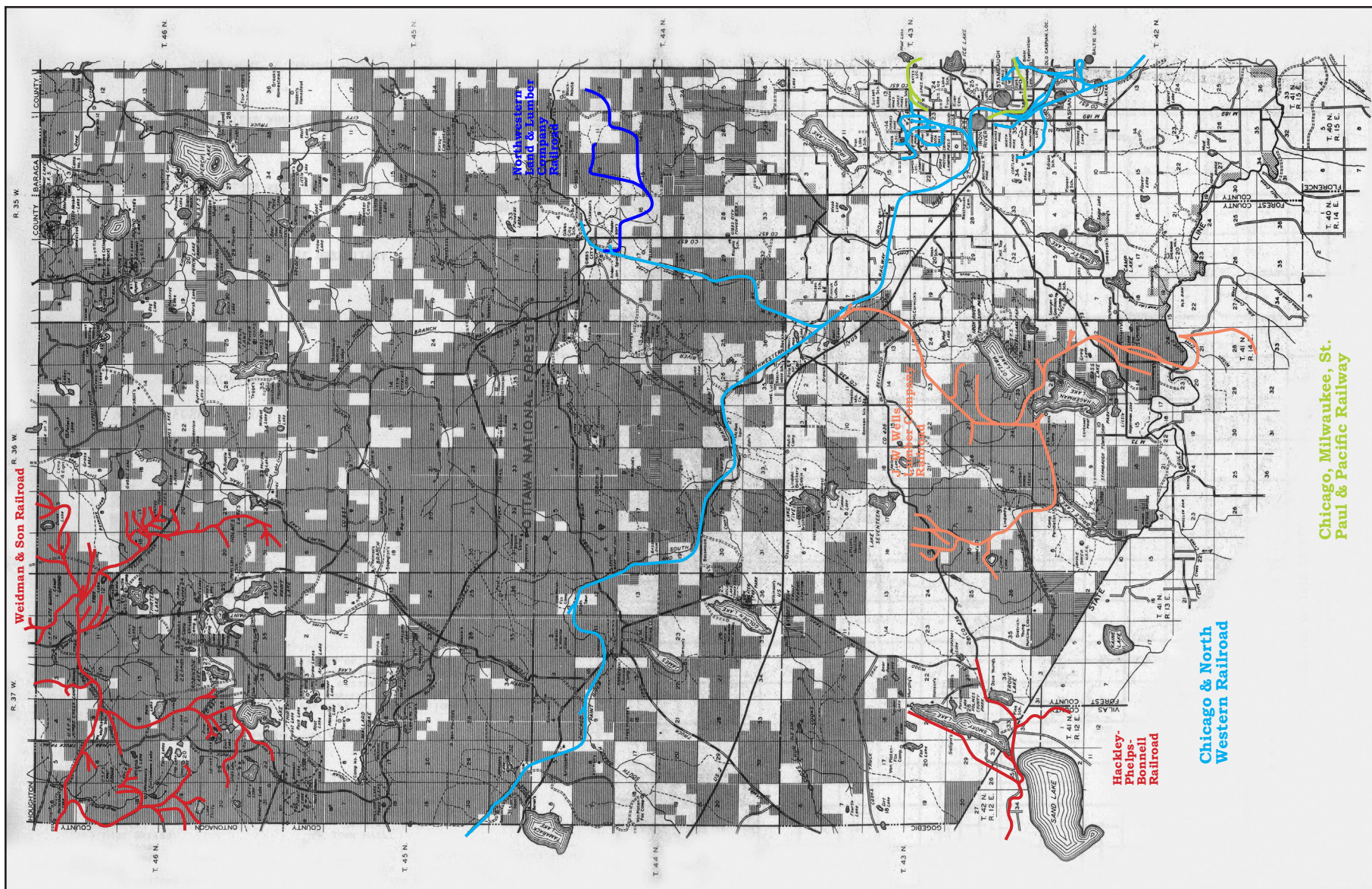
Figure 9-3 is a photograph of HPB Shay Engine #2 at Phelps; this image is archived in the Langdale County Historical Society collection at the Milwaukee Public Library. The locomotive was built in 1905 as shop number 969. For 5 months in 1929, it was leased to the Wisconsin-Michigan Lumber Company for use on that company’s line in Gogebic County, running out of Land ‘O Lakes, Wisconsin. Thereafter, it returned to service at HPB. Figure 9-4 is a 1910 Anderson Horley image of HPB Heisler Engine #3 (shop number 1192) at Phelps.

The **C. M. Christiansen Lumber Company** (Clarence Martin Christiansen) was incorporated in 1924; it took over the HPB mill and railroad. Christiansen had previously been the general manager at HPB. *The Anvil Lake Website* reports that between 1928 and 1935, the C. M. Christiansen Lumber Company operated a narrow-gauge logging railroad between Phelps and Anvil Lake, to the south. Most of that right-of-way can be seen in Figure 9-5. Immediately north of Anvil Lake, this line made a loop, obviating the need for a wye. The C. M. Christiansen Lumber Company ceased manufacture of wood products in 1957, after the mill at Phelps burned.

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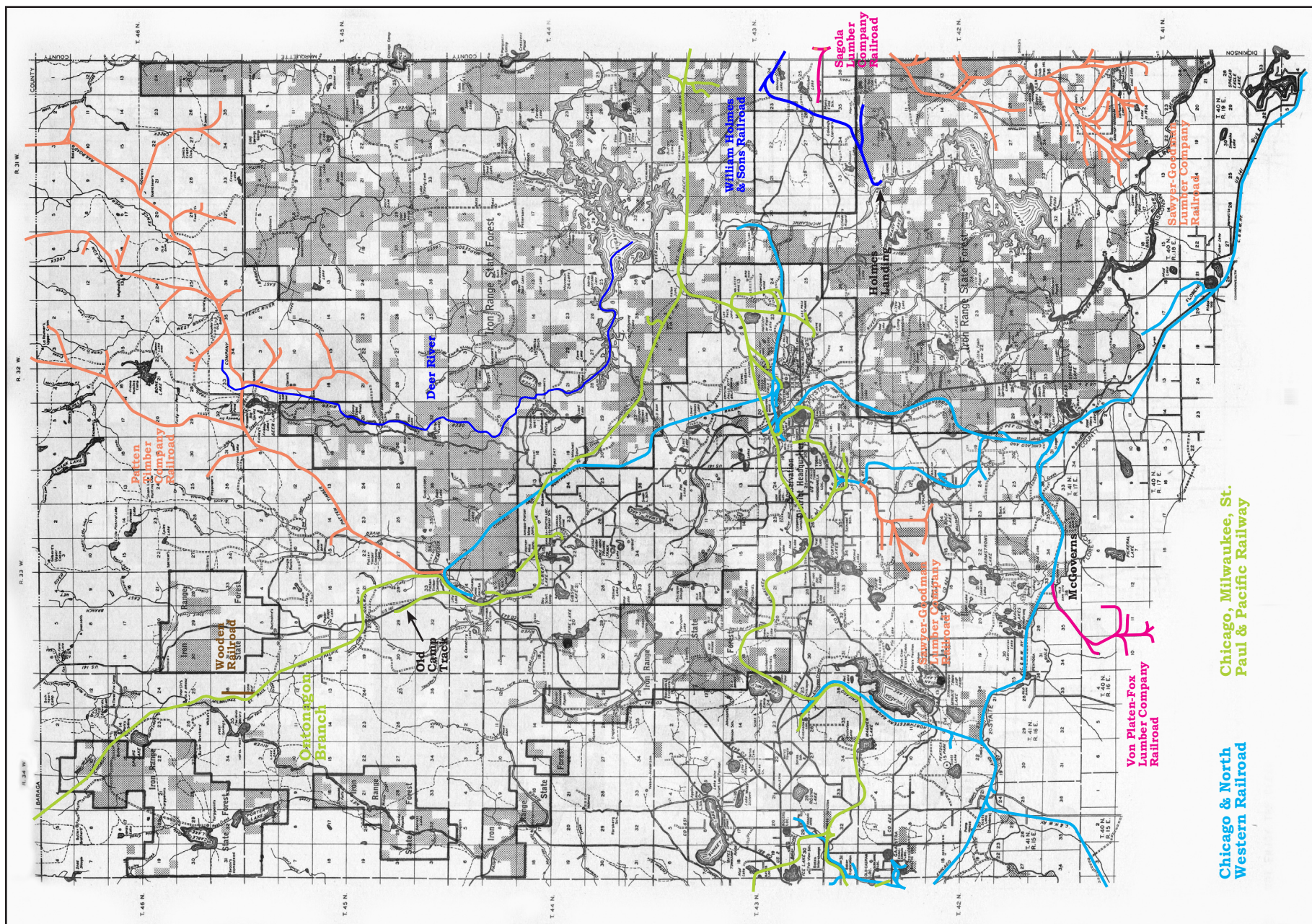
The **Iron River, Stambaugh & Crystal Falls Railway** was an electric street railway which was incorporated 28 February 1914. However, construction had begun the previous year. Volume 42 of *Electric Railway Journal* (July-December 1913) reports “Construction on this 30-mile line to connect Iron River, Stambaugh, Crystal Falls, Spring Valley, Amasa and intermediate mine locations was begun in September and two sections of the railway have already been completed – one on Carnegie Avenue





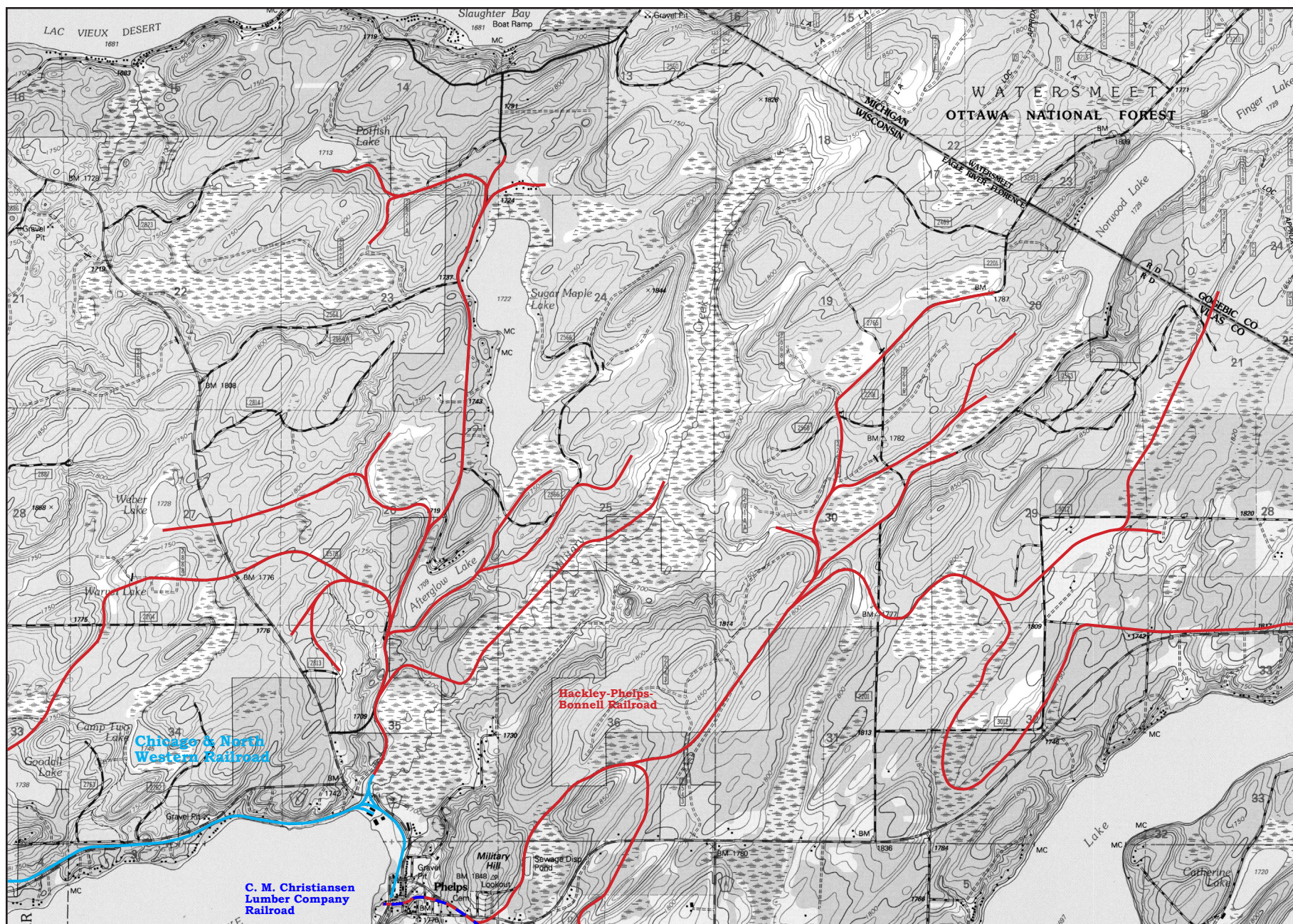
West Part of Iron County



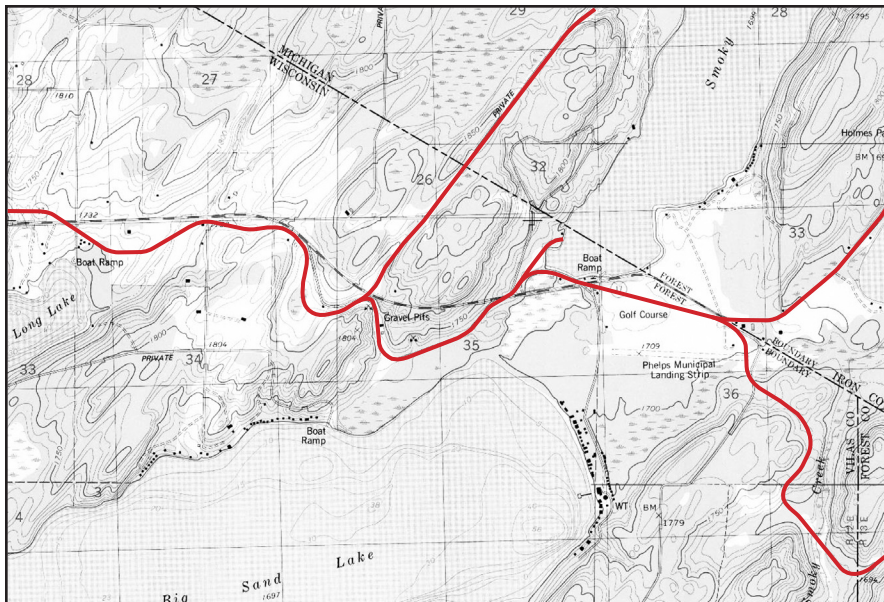


East Part of Iron county









9-2 Hackley-Phelps-Bonnell Spurs in Michigan



9-4 1910 H-P-B Heisler Engine #3 at Phelps



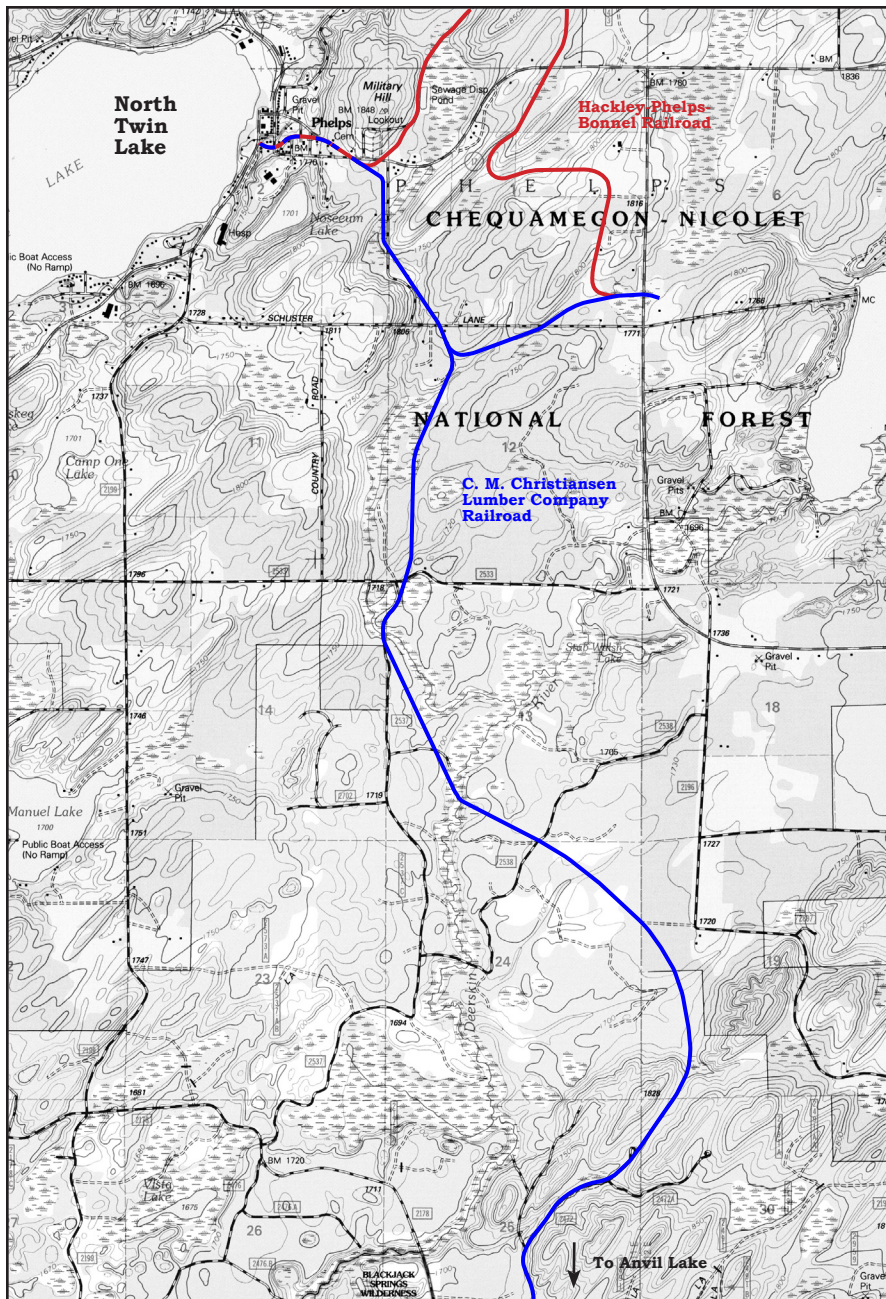
9-3 Hackley-Phelps-Bonnell Shay Engine #2 at Phelps

(now part of 4<sup>th</sup> Avenue in) Iron River, and the other between the towns of Stambaugh and Iron River.”

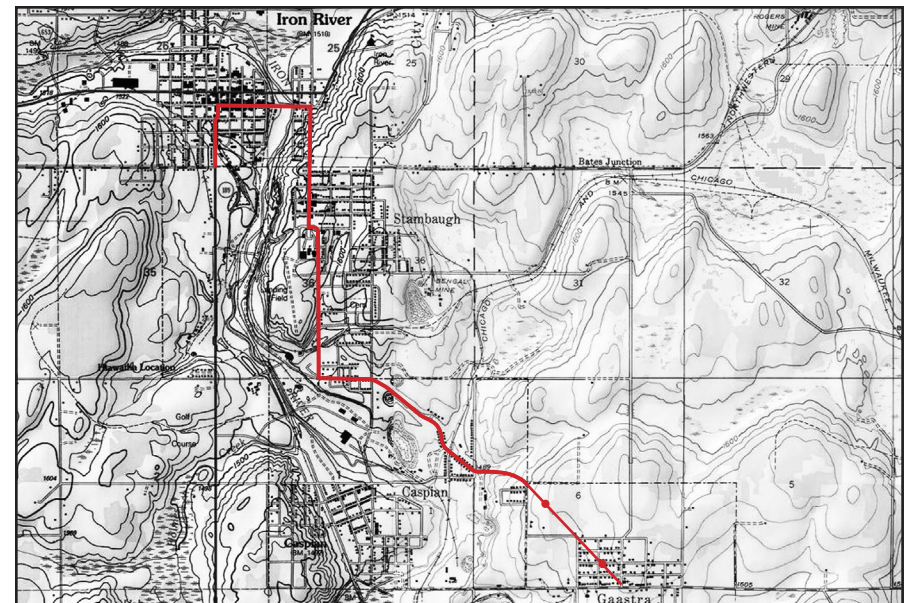
Slightly less than four miles of this line were finished and operated. The car barn for the system was situated on the north side of Genesee Avenue, immediately east of the Iron River. A description of the exact route can be accessed on page 723 of [Michigan Railroad Lines](#). Figure 9-6 maps that path. Figure 9-7 is a view north on Lay Street (Washington Avenue) in Stambaugh, at the place where the line turned to travel east on 19<sup>th</sup> Street. Operation of the line ended in 1921.

The **Kirby-Carpenter Lumber Company** had its sawmill in Menominee. For many years, it relied on the Menominee River and its tributaries to bring timber to the mill. The owners were Abner Kirby of Milwaukee and Augustus Alvord Carpenter of Chicago. Kirby erected a mill in Menominee in 1857 and Carpenter joined that





9-5 Christiansen Lumber Co. Grade to Anvil Lake



9-6 Iron River, Stambaugh & Crystal Falls Route Map



9-7 View North on Washington Avenue in Stambaugh

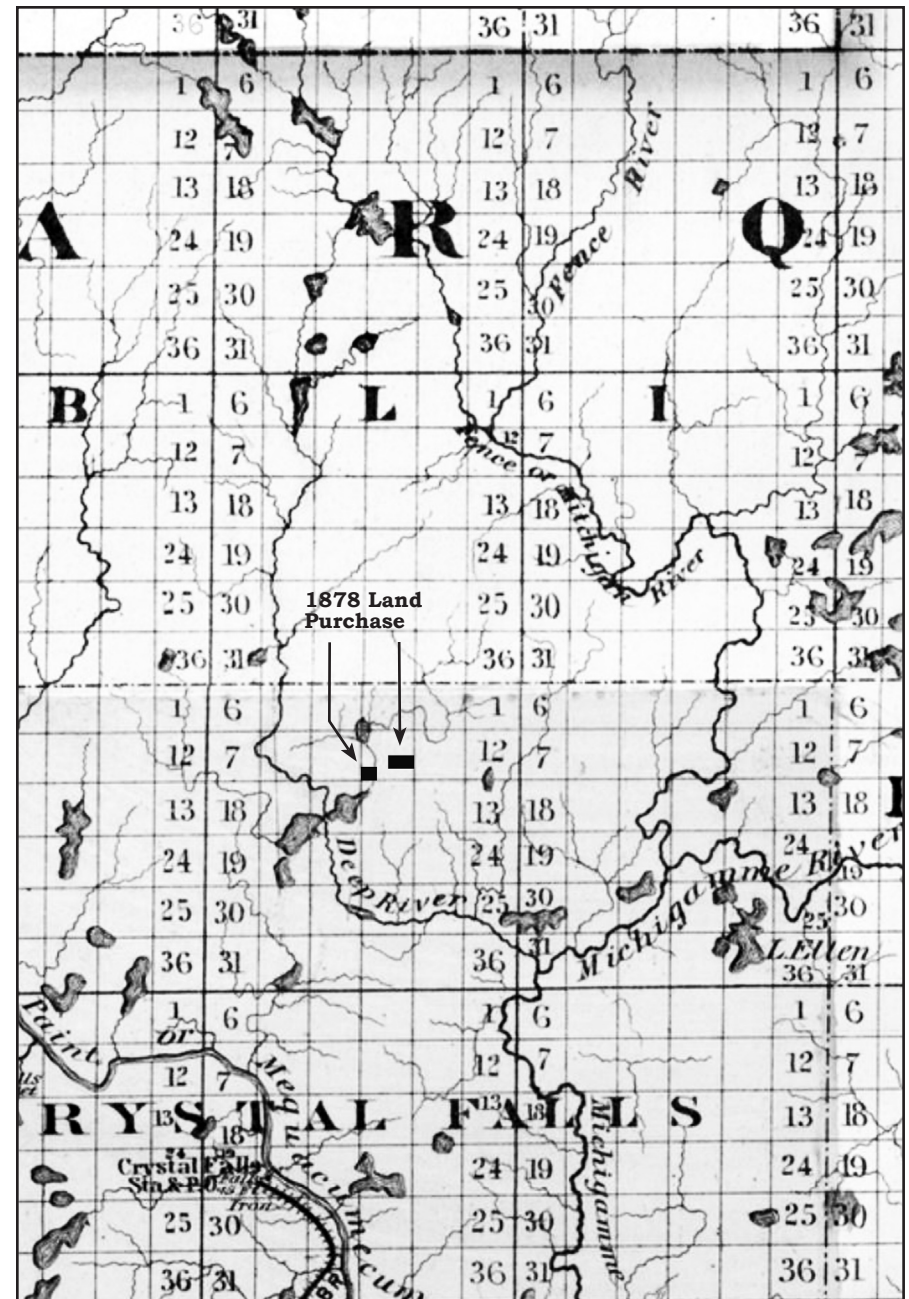


venture. The Kirby-Carpenter Company was incorporated in 1872.

Kirby first bought timberland in Iron County in 1868. Most of the scattered properties that the Kirby-Carpenter Company acquired, in the southeastern part of the county, were situated on waterways; thus, they did not require use of a railroad for transportation of logs. However, the 12 February 1887 *Northwestern Lumberman* reports that the company was using a 2.5-mile line powered by horses. Track was constructed with 20-pound rails and twelve Russell log cars were in use. Logs were dumped into “Deer Creek,” which likely is what is today called Deer River.

The location of the Kirby-Carpenter railroad could not be pinpointed. Nonetheless, Figure 9-8, part of the 1884 Tackabury Atlas map of Marquette County (as it existed that year) illustrates the location of Deer River. The Michiganamme Reservoir was not present then. The Kirby-Carpenter Company had bought timberland in Section 10, Township 44 North, Range 32 West in 1878; perhaps this was a property logged to “Deer Creek.” The 1890 edition of *Poor’s Manual of Railroads* contains the same information mentioned above in the 1887 *Northwestern Lumberman*. The line was absent from subsequent lumber publications.

Polk’s 1887-1888 *Gazetteer of Michigan* includes an entry for **McIntyre & Company** at the community of Mastodon Mine, in the east half of Section 13, Township 42 North, Range 33 West. The listing shows a sawmill and general store. The company also appeared in bold type at Mastodon (in the southeast quarter of Township 42 North, Range 32 West), which must have been the company’s business address. The 1888 *Official Railway List* reports that the company operated three miles of a 36-inch gauge railroad. The 1890 and 1893 editions of *Poor’s Manual of Railroads* note that the line was two miles in length, used 20-pound rails, operated with horse power, and had four cars. The right-of-way could not be located, and the line did not appear in subsequent lumber journals.



9-8 1884 Kirby-Carpenter Land Near Deer River

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McIntyre may have been the James McIntyre, mill owner, who lived in Haight Township of Ontonagon County when the 1900 federal census was taken. Michigan's Logging Railroad Era, 1850-1963, A Selected and Annotated Bibliography reports that James McIntyre managed a sawmill at Barclay between 1898 and 1902; he operated the Brown & Robins mill at Robins in 1903. Both Robins and Barclay were in Haight Township; Barclay no longer exists.

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Michigan's Logging Railroad Era, 1850-1963, A Selected and Annotated Bibliography contains an entry for the **Menominee Bay Shore Lumber Company** and implies that the company operated a railroad in Iron County in 1885 and perhaps, in 1887. The area of the Iron River is the suggested location.

The Iron River flows into the Brule River, which empties into the Menominee River. Logs banked on Iron River would likely have been driven to Menominee using those waterways. Lumber journals between 1885 and 1887 do not include any reference to a railroad operated by the Menominee Bay Shore Lumber Company.

The Soper Lumber Company of Chicago gained control of the Menominee Bay Shore Lumber Company and transferred its operation to Soperton, Wisconsin. A logging railroad was operated there, totally within Wisconsin.

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The **Northwestern Land & Lumber Company** was incorporated at Gibbs City in 1920. John E. Griffin of Green Bay, Wisconsin was president. The company built a short, standard-gauge logging railroad that originated from the C&NW immediately south of Gibbs City. A used Shay locomotive was bought from the Stanley, Merrill & Phillips Railway of Eau Claire, Wisconsin, a line which was operated by the Northwestern Lumber Company, a Wisconsin business.

The **Patten Timber Company** was incorporated in 1921. Stephen C. Rosebush of Appleton, Wisconsin was president of the company, which was a subsidiary of Green Bay, Wisconsin's Northern Paper Mills. The Patten Paper Company of Appleton also had an association with Northern Paper Mills. The Patten Timber Company was formed to supply pulpwood to both Northern Paper and Patten Paper.

The Patten Paper Company owned 25,000 acres of timberland northeast of Amasa. Scattered parcels within those lands were owned by Ford Motor Company. Ford wanted to harvest hardwood timber from its holdings, while Patten Paper used only pulpwood. An arrangement was concluded wherein the Patten Timber Company would log the properties of both companies, with the hardwood going to Ford and Patten Paper receiving all the pulpwood.

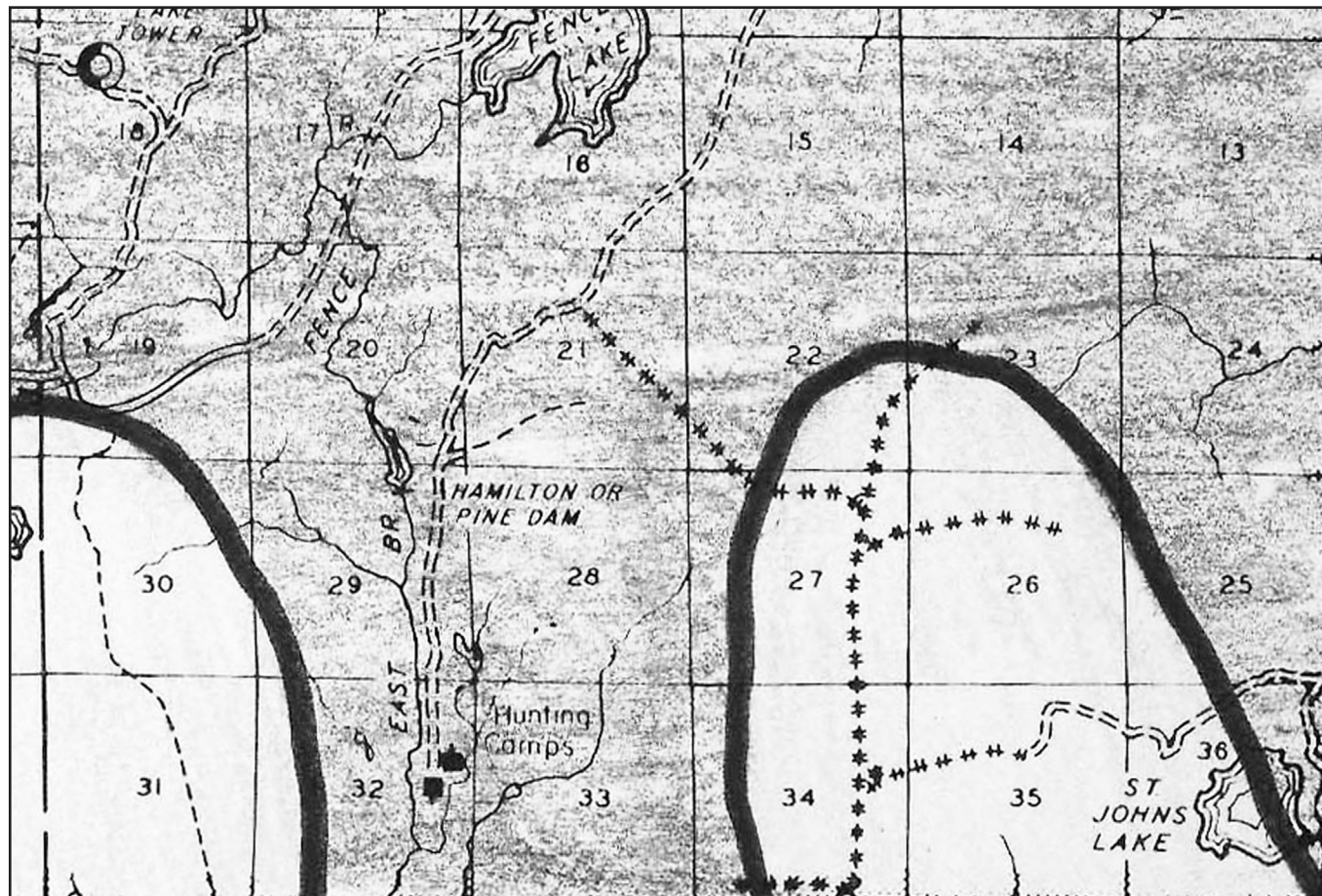
A History of Amasa narrates that construction of a logging railroad began in the fall of 1929, with six miles completed in 1930. The most distant reach of the line was in the southern part of Baraga County. Figure 9-9 is part of a Baraga County map preserved at the Archives of Michigan. Visible is the southeastern portion of Township 47 North, Range 31 West. The map is undated, but Archives personnel suspect that it was published in the 1930s.

A History of Amasa further reports that the logging railroad was pulled up in 1948; much of the mainline was converted into a truck road.

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A History of Amasa describes **two logging lines** that used wooden rails. The author narrates "We were also told of a wooden railroad which was built in the Diana country in 1914-15. The railroad extended in a northerly direction for approximately one mile from the Diana Spur. The area logged was later referred to as the 'Pot Hole' or 'Cousin Jack Heaven' (the latter name because [of] a few Amasa men of Cornish descent who hunted the area each year). Homemade rail cars were used to





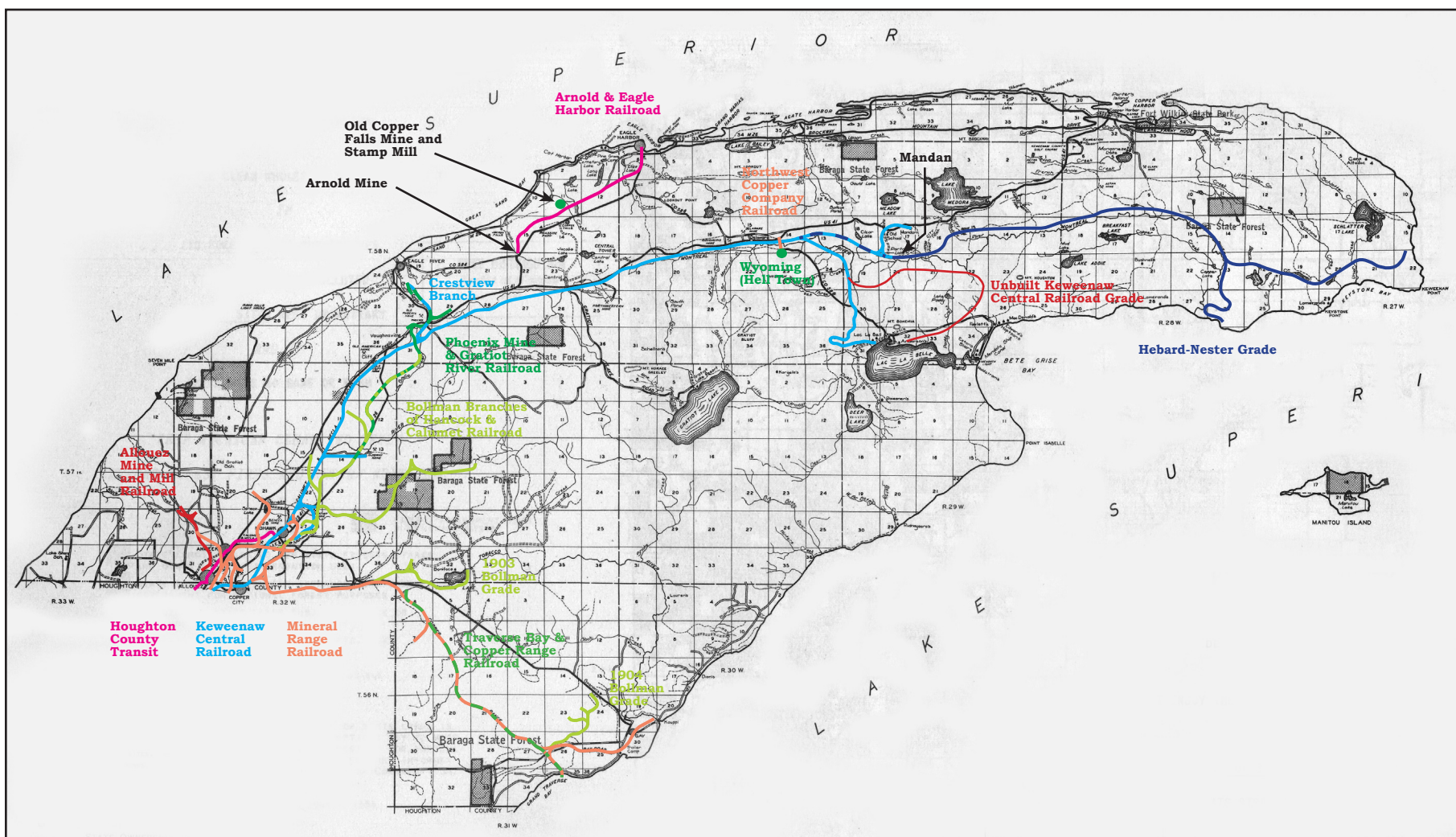
9-9 Circa 1930s-Patten Timber Company Railroad in Baraga County

transport logs and pulpwood over the wooden railroad to the landing on the Milwaukee Road. Locomotive power was provided by horses.

“There was another wooden logging railroad built near August Martin’s camp on the Nett River, just south of the

CMSTP&P Railroad bridge. A Mr. Gillespie logged there.”

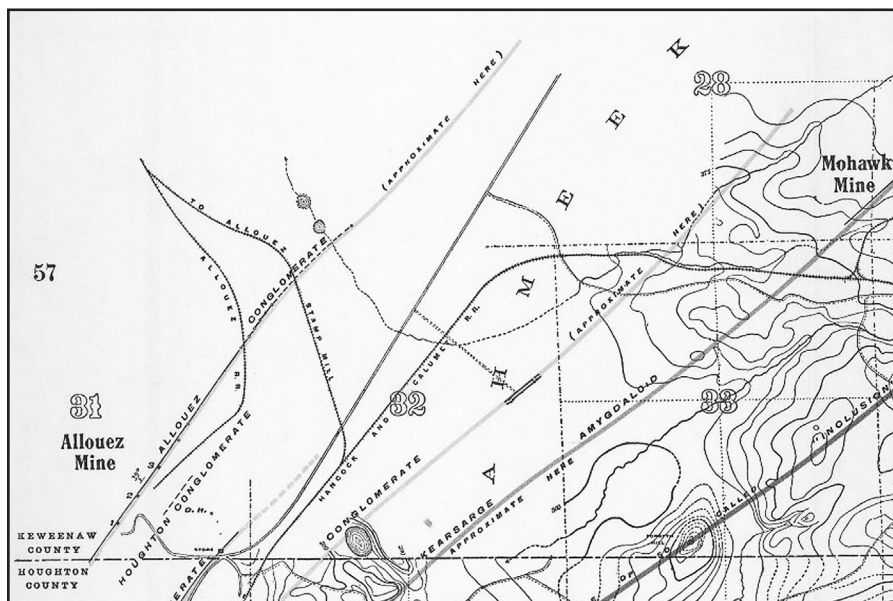
Diana Spur was in Section 1, Township 45 North, Range 34 West. Martin’s Bridge is in Section 25, Township 46 North, Range 34 West. Neither of these rights-of-way could be discerned in 1944 aerial photographs.





# Chapter 10

## Keweenaw County



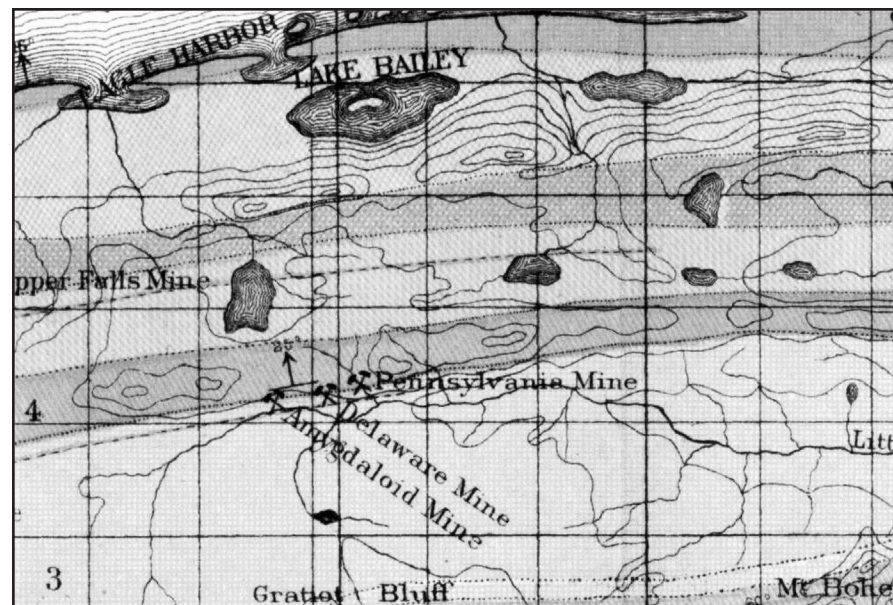
10-1 1897 Map Showing Allouez Mine and Stamp Mill

R. L. Agassiz of Newport, Rhode Island was president of the **Allouez Mining Company** at its incorporation in 1859. The company built a 49-inch gauge railroad in 1873. It was 2.25 miles long and transported ore from the Allouez mine to an associated stamp mill. Figure 10-1 is part of the 1897 *Map of the Allouez Gap Area Keweenaw Point Michigan*. A spur to the mill from the Hancock & Calumet Railroad (which became the Mineral Range Railroad in 1901) is visible.

The **Amygdaloid Mine**, in the southeast corner of Section 16, Township 58 North, Range 30 West, was located immediately west of the Delaware Mine. It appears in Figure 10-2, which is part of the 1883 *Geological Map of*

*Keweenaw Point, Michigan*. The business was organized in 1860; in 1862, a 1,600-foot incline railroad was constructed between the mine and stamp mill. The entire operation was destroyed by a forest fire in 1863 but, by 1864, a new stamp mill was operating. It was served by a 3,000-foot tram railroad which was built on trestlework. The last copper came from the Amygdaloid Mine in 1878. Maps of neither the incline railroad nor the later tram have been discovered.

Francis L. Maguire of Arlington, Massachusetts was president of the **Arnold Mining Company** at the time it was incorporated in 1864. George Anderson provides history regarding a narrow-gauge railroad operated by



10-2 1883 The Amygdaloid and Delaware Mines

the company. It was called the Arnold & Eagle Harbor Railroad. Anderson gives a length for the line as 2.5-3.0 miles; that figure seems to approximate the distance between the company's mine and its stamp mill. From the mine to the community of Eagle Harbor is about four miles.

The mill was on Owl Creek and it was built originally to serve the nearby Old Copper Falls Mine, which was absorbed by the Arnold Mining Company in 1898. Michigan Railroads & Railroad Companies reports that a tram road connected the Old Copper Falls Mine with the stamp mill. Other shafts of the Copper Falls Mine complex were located about 0.5 mile to the south, at the community of Copper Falls, on Eagle Harbor Road.

Anderson reports that the Arnold & Eagle Harbor Railroad operated between 1899 and 1911. The connection to Eagle Harbor provided an output for the copper product and allowed the mine and mill to receive supplies. The valleys near the railroad were used as a dump for stamp sand produced by the mill.

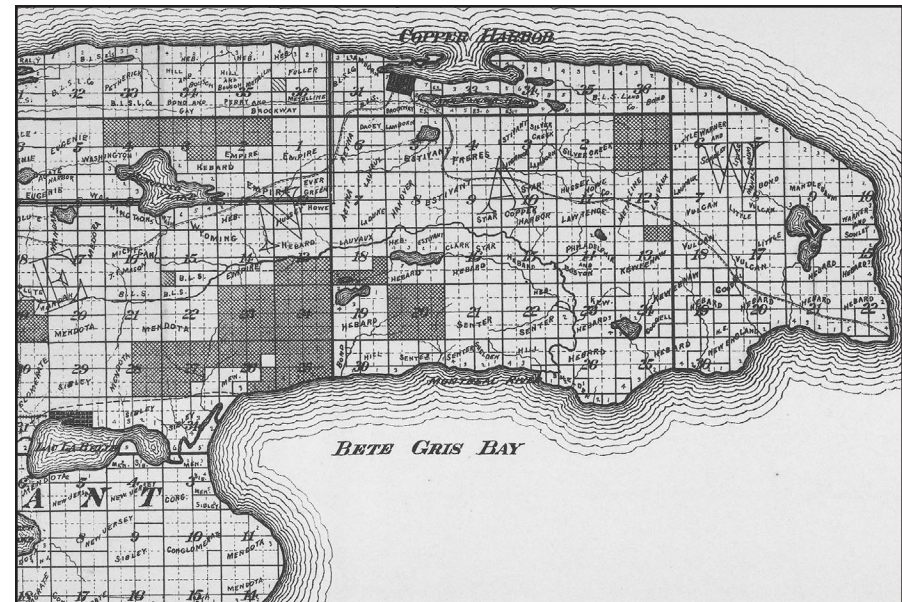
The Conglomerate Mining Company was incorporated in 1880 to amalgamate preexisting Keweenaw County copper mines. One was the Delaware Mine, immediately east of the Amygdaloid Mine. Michigan's Logging Railroad Era, 1850-1963, A Selected and Annotated Bibliography cites the 21 June 1888 *Portage Lake Mining Gazette* as the source of a statement regarding the Conglomerate Mining Company's **Lac La Belle & Calumet Railroad** (LLB&C). "This road used to haul mine timber logs from tracts to Lac La Belle for Messers Tim (sic) Nester and Charles Hebard & Sons. Mr. Mahan, of Marquette, is the locomotive's engineer. He was formerly with the MH&O railroad."

The LLB&C was a subsidiary corporation which belonged to the Conglomerate Mining Company. From 1886 through 1888, Hebard bought timberland, and Nester acquired pine timber rights, both of which were located primarily in Township 58 North, Ranges 27, 28,

and 29 West. Figure 10-3 comes from the 1894 *Map of Keweenaw Peninsula*; it shows properties still owned by Hebard. Figure 10-4 displays the properties associated with each man in those townships, identified through deed records.

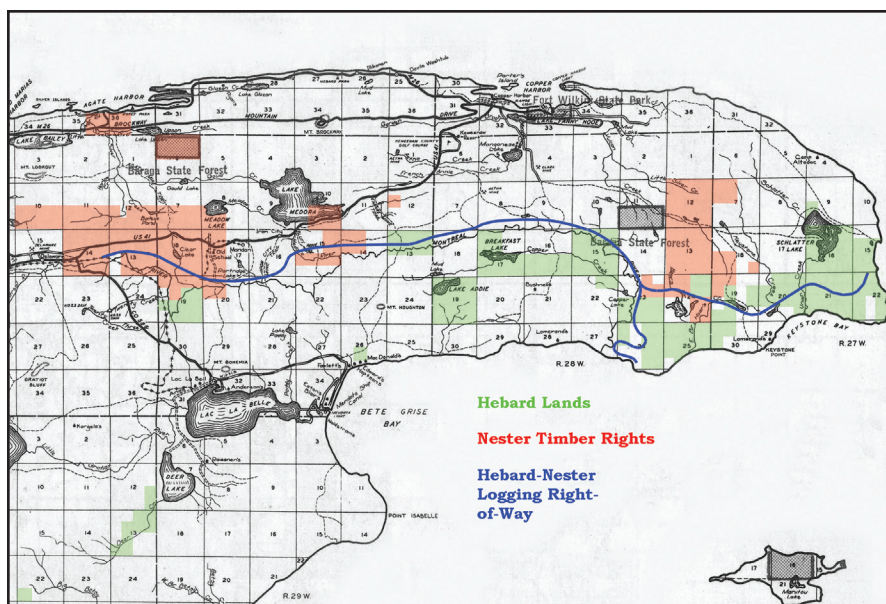
All the **Hebard and Nester** assets were situated east of the Delaware Mine. It seems likely that these loggers were using an extensive logging spur which originated from the LLB&C at the place that became Lac La Belle Junction after the Keweenaw Central Railroad was formed. Such a right-of-way is represented in Cram's 1895 *Michigan* (not reproduced here), preserved at the Bentley Historical Library. Virtually the same right-of-way is visible in Figure 10-5, which is part of Cram's 1911 *Michigan*. It is unlikely that the grade, east of Mandan, was active in either 1895 or 1911. Both maps erroneously show the Hebard-Nester spur lying south of Mt. Houghton.

Figure 10-6 gives a more accurate representation of the Hebard-Nester spur. It comes from the 1906 *Map Showing*



10-3 1894 Properties Owned by Charles Hebard





10-4 Hebard and Nester Timberland

the Location of the Keweenaw Central Railroad. East of Mandan, the right-of-way is shown as abandoned. Figure 10-7 is part of a 1938 aerial photograph of the area east of Mandan.

Farther east, aerial photographs of the areas where Hebard and Nester logged show exuberant regrowth of foliage. That fact obscures ground features. High-resolution LiDAR imagery was not available at the time this book was published. Thus, a precise location of the Hebard-Nester grade cannot be presented.

At least two copper mines on Isle Royale had an associated railroad: the **Island Mine** and the **Minong Mine**. Both can be located in Figure 10-8. Lawrence Rakestraw has written about both mine operations for the website “Isle Royale National Park Cultural Resource Interactive Mapping Project.” It is sponsored by the Isle Royale Institute at Michigan Technological University.

Rakestraw writes “The Island Mining Company was organized in 1873, and that fall a force of 80 men reported for work on the island. With over 400,000 board feet of lumber shipped to the island, they laid out a town site on the north side of Siskiwit Bay and built a road two miles to the mine. . . .

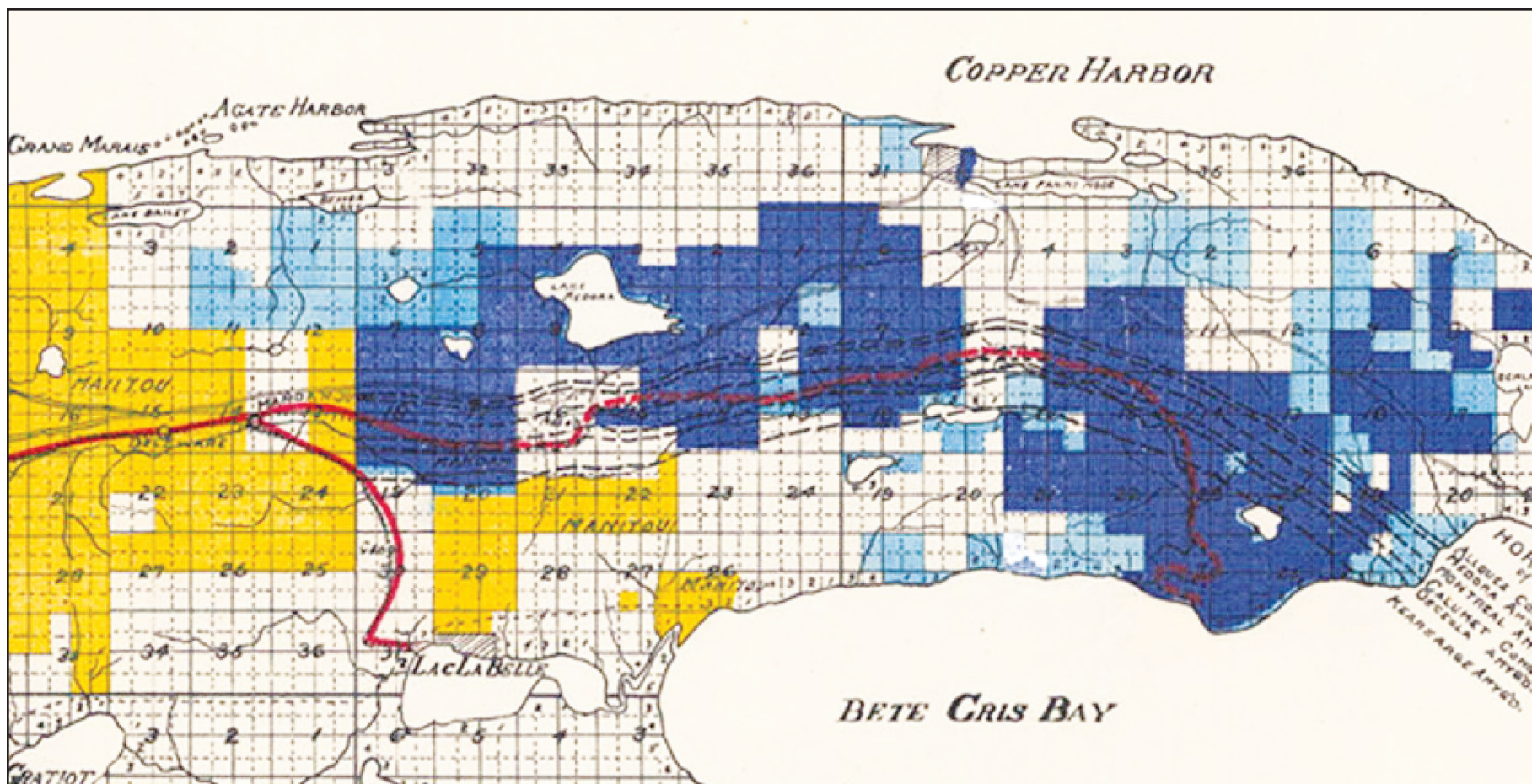
“A village was built at the mine location, . . . A massive earth-fill dam was constructed, and a railroad bed laid down as far as the creek on which the dam was located. Then came a series of disasters. The dock and warehouse burned in 1874. . . . On September 23, 1875, the *Portage Lake Mining Gazette* reported that all work on the Island Mine had ceased.” Figure 10-9 is part of the 1985 *Sugar Mountain Topographical Map* from the USGS. The Island Mine Trail probably follows the old railroad grade.

Rakestraw continues, regarding the Minong Mine “Near Minong Ridge in the McCargoe Cove area are hundreds of pits left by Indians who had mined for copper masses. These pits attracted the early attention of miners, and in 1874 three companies were formed in Detroit to exploit



10-5 1911 Map Showing the Hebard-Nester R of W





10-6 1906 Abandoned Hebard-Nester Right-of-Way

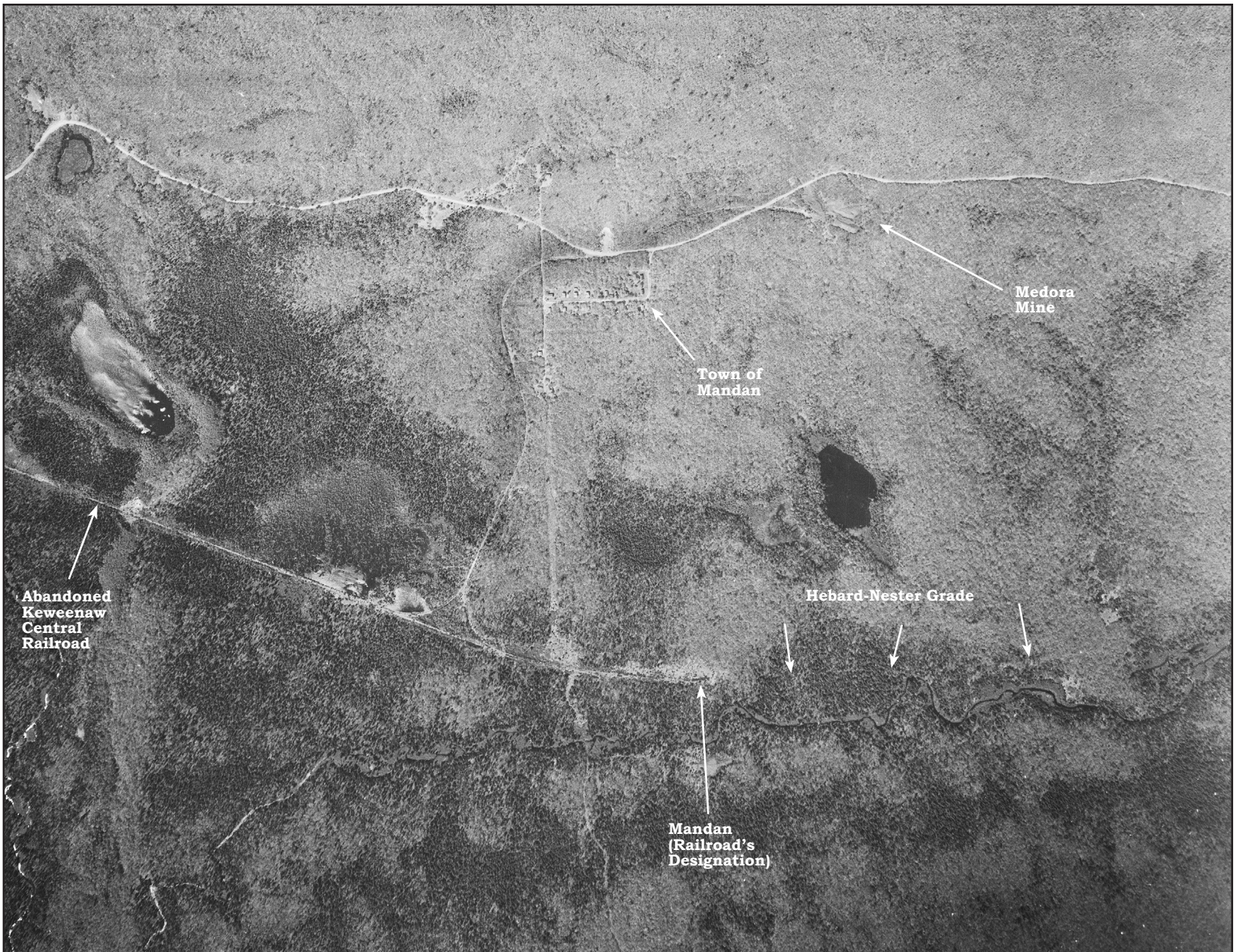
them-the Minong, the Cove, and the Ancient Mining companies. Of these three, only the Minong was active;  
...

"Work began in earnest in 1875. A substantial dock and warehouse were built at the mouth of McCargoe Cove, where lake steamers could unload goods and load copper ore. A tug and flat boats were used to transport goods through the narrow Z-shaped entrance to the cove and up the two miles to the mine settlement. . . . A wagon road had been built from the shore to the mining area

and a railroad started, with about 600 feet of track laid at each end.

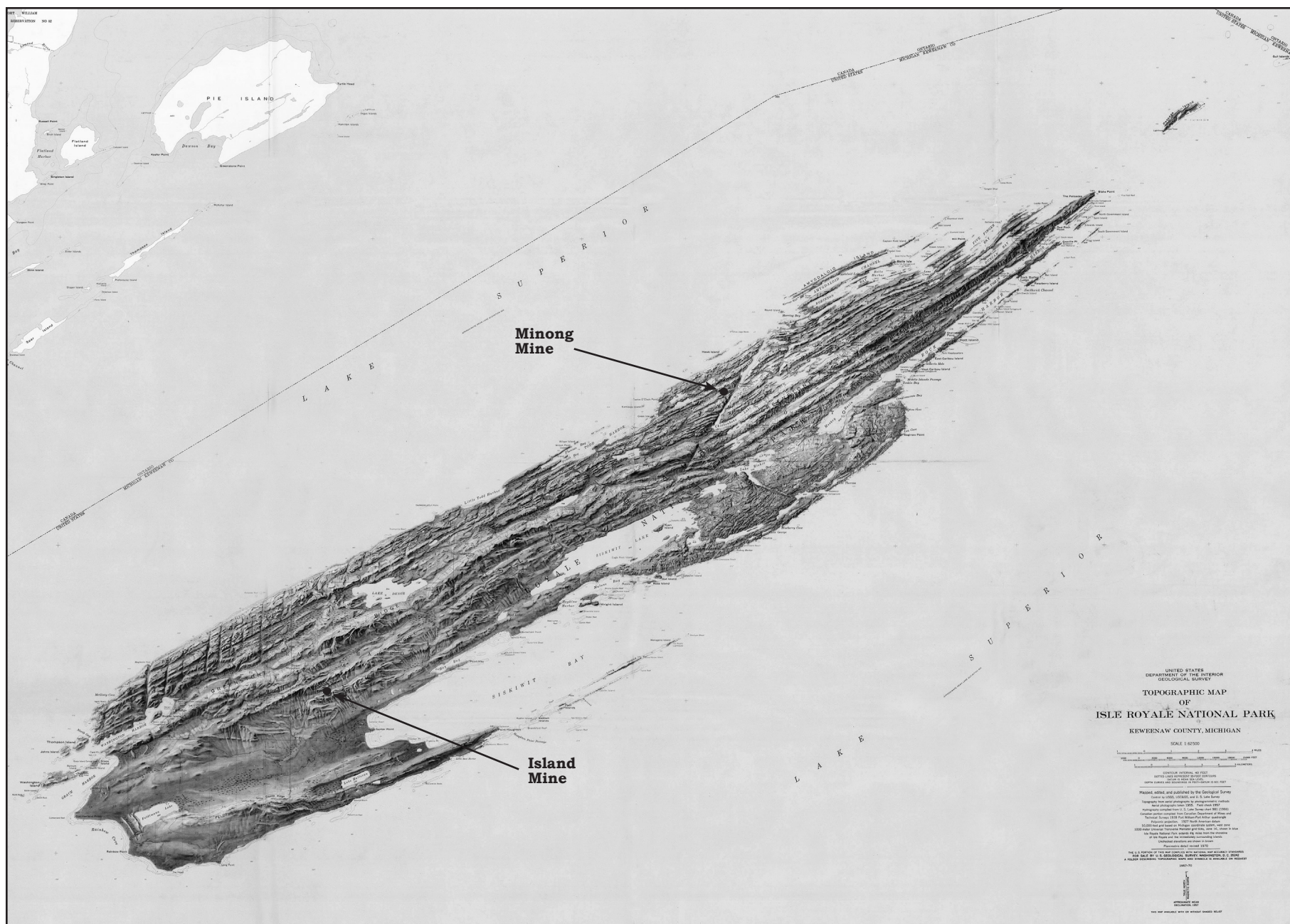
"A stamp mill was built powered by steam and obtaining water from a 12-foot high log dam on a tributary to Chickenbone Creek. A railroad led from the dock to the mine site; a spur of the railroad ran to the stamp mill, and another from the stamp mill to the ore dock." The mine closed permanently in 1885. Figure 10-10 reproduces part of the 1985 *McCargoe Cove Topographical Map*. The Minong Ridge Trail probably approximates the course of the mining railroad.



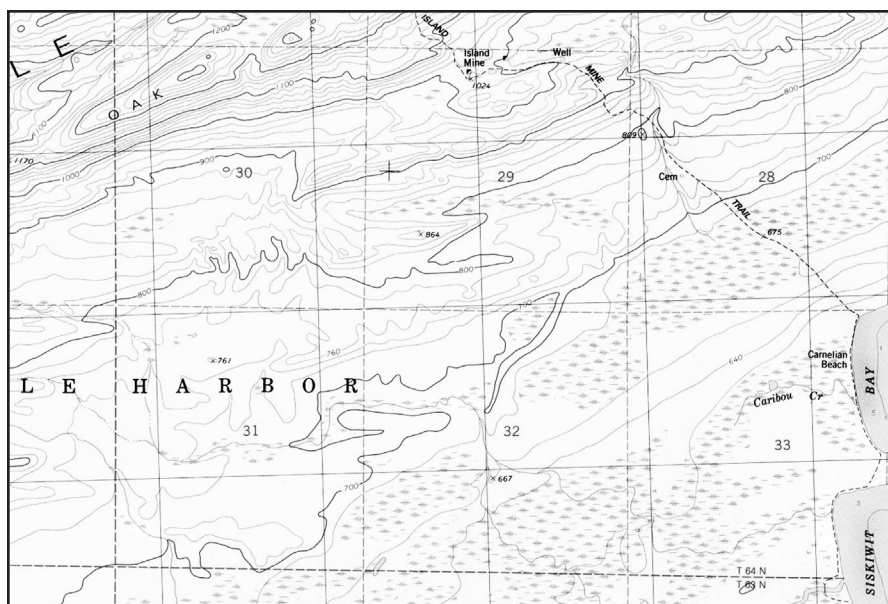


10-7 1938 Aerial Photograph Showing the Mandan Area

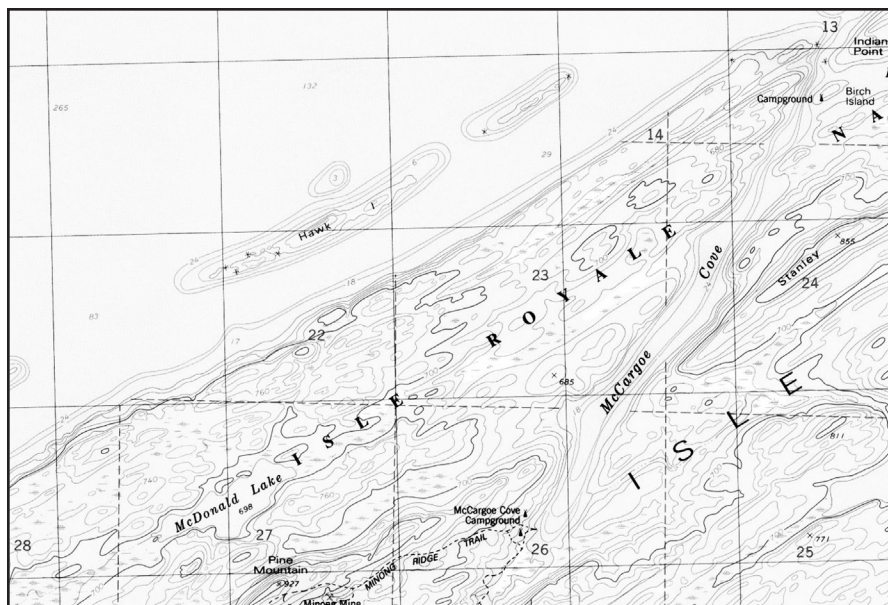








10-9 1985 USGS TOPO Map-Island Mine Trail



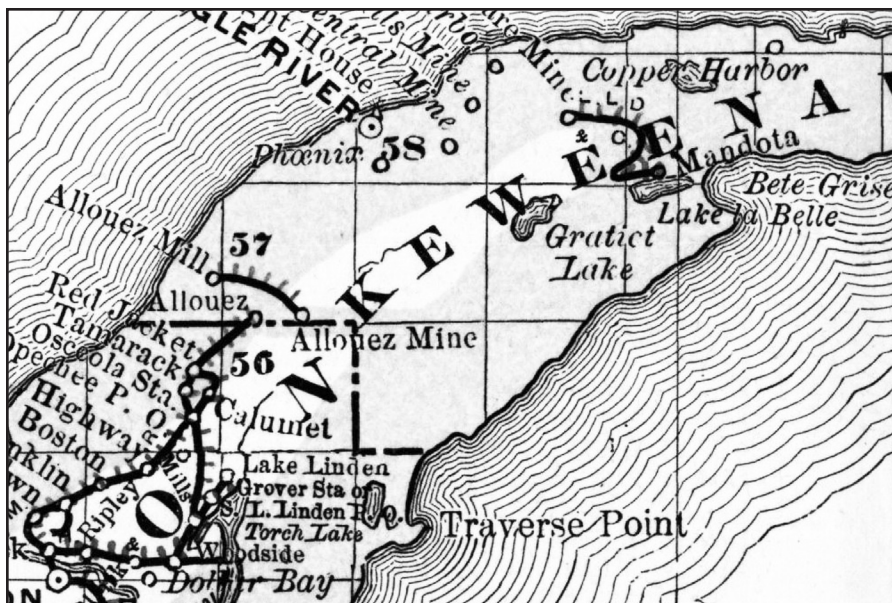
10-10 USGS TOPO Map-Minong Mine and Ridge Trail

The forerunner of the **Keweenaw Central Railroad (KC)** was the Lac La Belle & Calumet Railroad (LLB&C), which was incorporated in 1883; it proposed to build a 31-mile line between Lac La Belle, in Keweenaw County, and Calumet, in Houghton County. The 1887 Poor's Manual of Railroads describes the line as 7.63 miles in length, 36-inch gauge, with two engines, and owned by the Conglomerate Mining Company. Figure 10-11 shows the line as it appears on an 1891 Rand McNally & Company map. The line was no longer running that year but had not been abandoned.

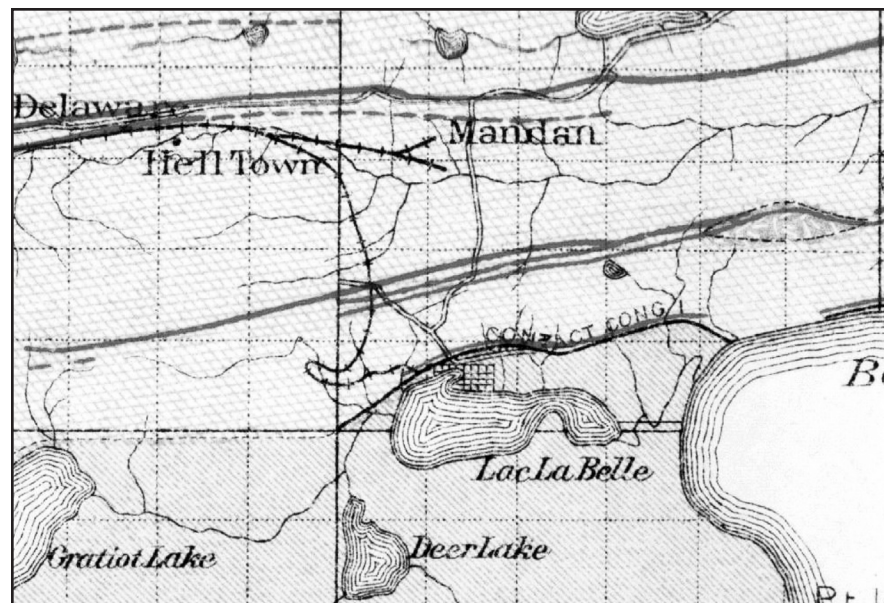
The non-operating LLB&C was reorganized as the KC in 1905. Figure 10-12 comes from Edwards' 1905 *Map of the Copper Range Northern Michigan*. This map shows a branch line originating in Section 19, Township 58 North, Range 29 North. That right-of-way follows a path which conforms well to the topography of the ground where it is situated. The significance of inclusion of that right-of-way on this map is not clear; Clarence Monette's Keweenaw Central Railroad and the Crestview Resort notes that when the KC was rebuilding the line leading to Lac La Belle to standard-gauge, there was concern about the acute degree of curvature used by the old LLB&C line. It was feared that, along with the steep grade present on the curve, the old right-of-way might not be compatible with a wider-gauge railroad. Perhaps the branch mentioned earlier in this paragraph had been surveyed when the KC was first conceived, planning to use it if the pre-existing right-of-way proved impractical. That branch was not found on any other maps available to the author and cannot be confirmed using modern aerial photography. In the end, the pre-existing grade was found to be satisfactory and was reused. By December 1906, the KC had been extended southwest to Mohawk, where a junction was established with the Mineral Range Railroad.

Both the LLB&C and the KC were used to transport copper ore from the Delaware Mine to a smelter at Lac La Belle. Figure 10-13 is part of the 1909 *Geological Map of Keweenaw Point Copper District, Michigan*. By then, the KC had completed an extension to Mandan. Figure 10-14 is an image of KC engine # 102 at Mandan.

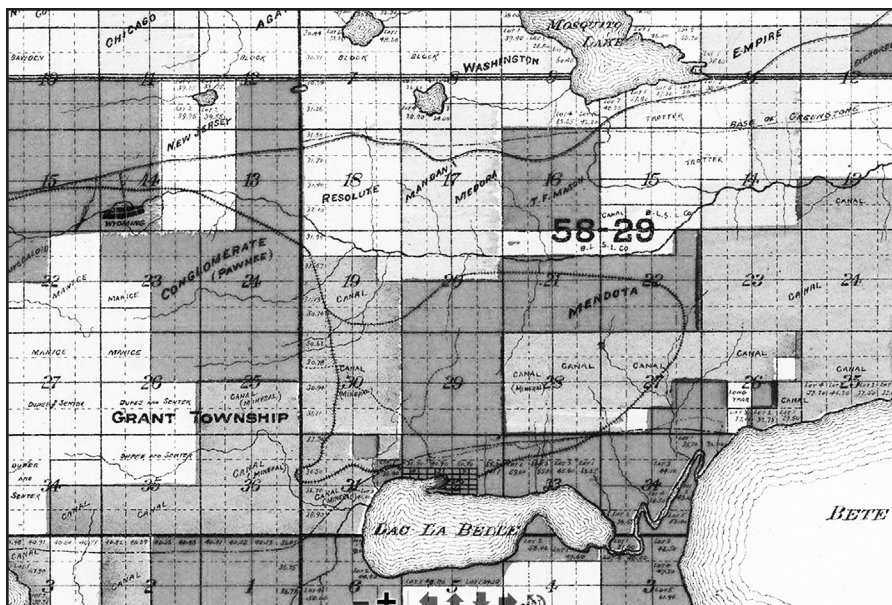




10-11 1891 Lac La Belle & Calumet Railroad



10-13 1909 KC at Hell Town, Mandan and Lac La Belle

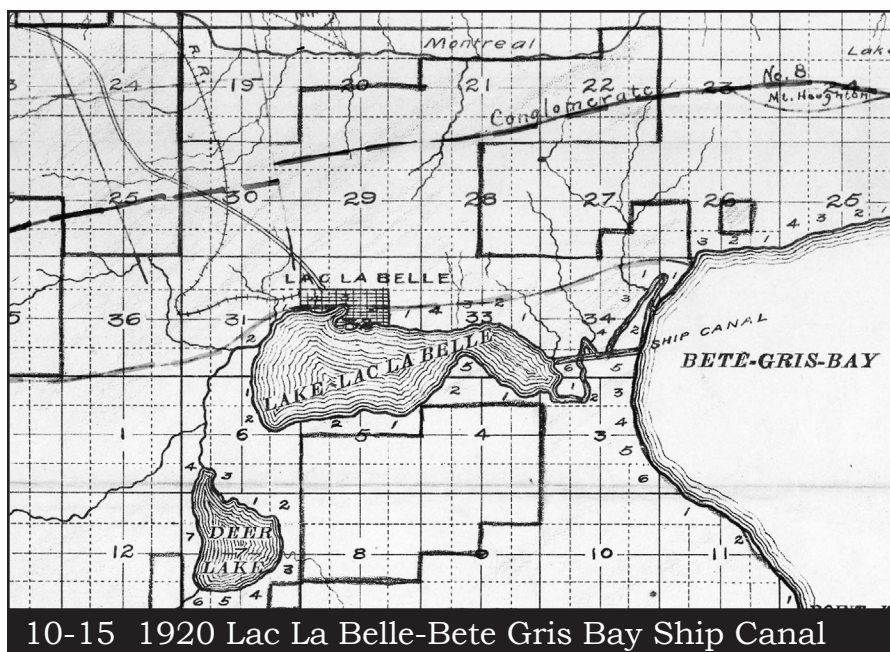


10-12 1905 Surveyed But Unbuilt KC Branch



10-14 KC Engine #102 at Mandan





10-15 1920 Lac La Belle-Bete Gris Bay Ship Canal

Early in the history of the LLB&C, a ship canal had been excavated to connect Lac La Belle with Lake Superior, allowing shipment of smelted copper by boat. The canal is visible in Figure 10-15, part of a 1920 map of Keweenaw County preserved at the Archives of Michigan.

Monette's book provides additional insight regarding a right-of-way heading east from Mandan, visible on Keweenaw County maps produced over several years. "The *Daily Mining Gazette* reported on April 5, 1906, that an engineering party in the employ of the Keweenaw Copper Company was at work in Keweenaw County, extending a preliminary survey of the Keweenaw Central to the mouth of the Montreal River. This would carry the line twelve miles beyond the easternmost point beyond the point reached by the grading last fall, which was at the Medora property. The Keweenaw Central would be extended to the mouth of the Montreal River this year." But this KC extension was not actually built. There is little doubt that it would have used the route visible in Figures 10-5 and 10-6. That survey probably followed closely the old Hebard-Nester right-of-way .

The KC abandoned all its track east of the Phoenix Mine in 1918. Thereafter, until 1923, the Mineral Range Railroad began operating 7.9 miles of the KC mainline, south of Phoenix, plus the Crestview Branch (which served the Phoenix Mine and the Crestview Resort). In 1923, the Calumet & Hecla Mining Company obtained control of those lines. All of the former KC has now been abandoned.

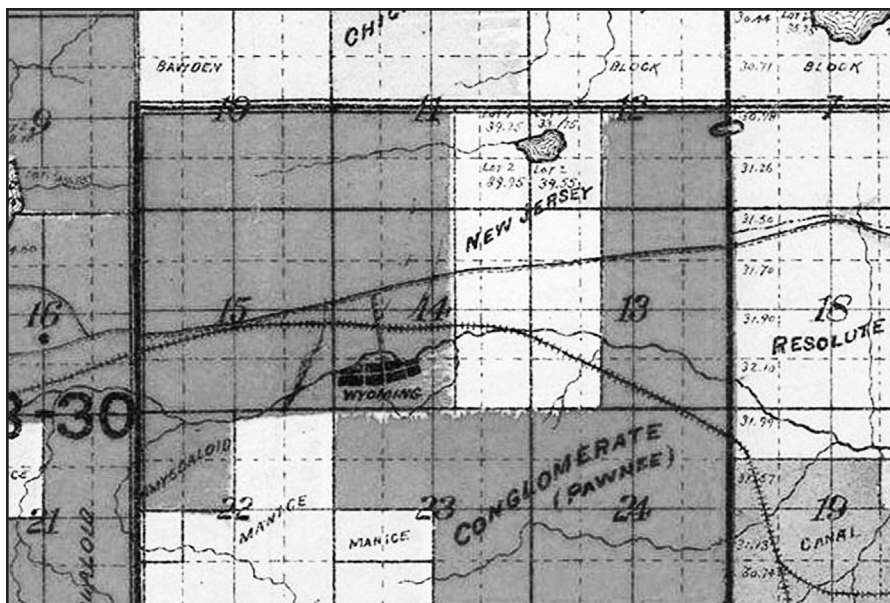
Michigan's Logging Railroad Era, 1850-1963, A Selected and Annotated Bibliography includes an entity named the Lake Superior & Ironwood Railroad. The book implies that it was in Keweenaw County and operated by the **Lake Superior Iron & Metal Company**. The headquarters of that company are said to have been in Hancock, on Portage Lake. Information for this assertion apparently comes from Sawyer's History of Sawmills in the Upper Peninsula of Michigan and probably was transcribed erroneously. Sawyer's text, in Chapter 13 reads: "Mills on the L S & I R R" (clearly meaning the Lake Superior & Ishpeming Railroad) rather than mentioning a Lake Superior & Ironwood Railroad. I could find no other mention of such a railroad in sources available to me.

The **Northwest Copper Company** was chartered in 1849. Michigan Railroads & Railroad Companies reports that in 1857, the company built a 1,200-foot railroad between its mine and stamp mill.

Other resources reveal that this was the third mill used by the business. It was located on the Montreal River and was named Wyoming. Informally, it was known as "Hell Town" (see Figure 10-13). The community was situated south of the Montreal River, in the southwest corner of Section 14, Township 58 North, Range 30 West. It is visible in Figure 10-16, which comes from Edwards' 1905 *Map of the Copper Range, Northern Michigan*.

This short railroad was double tracked, with the mine 92 feet higher than the mill; gravity was utilized, pulling empty cars up to the mine while loads descended. Review



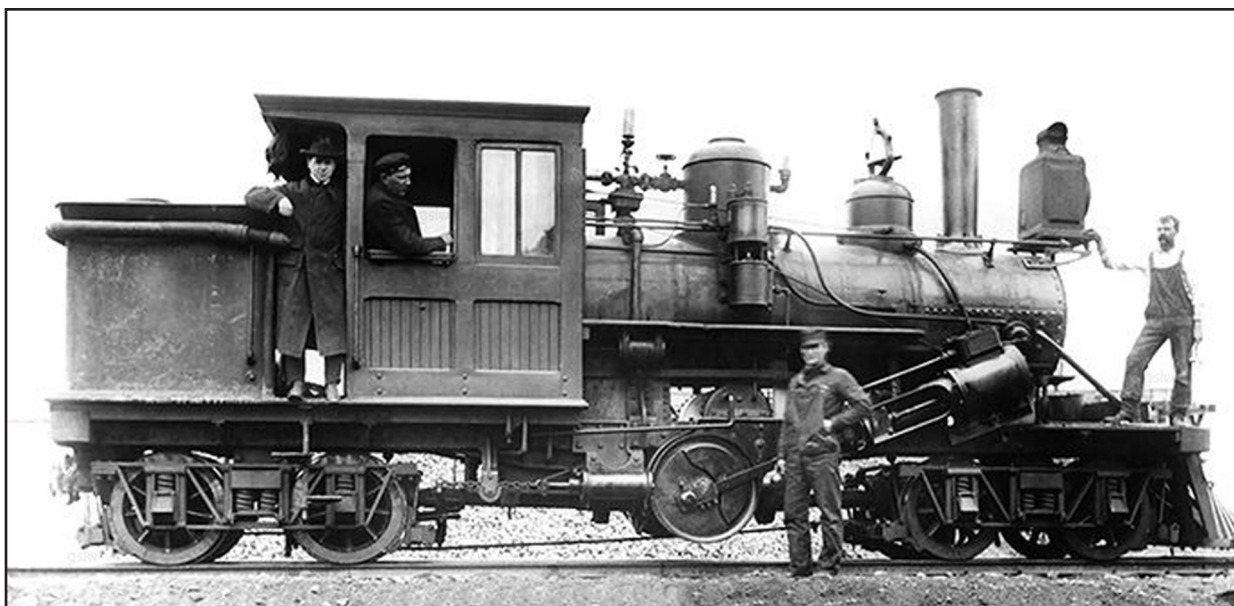


10-16 1905 Location of Wyoming (Hell Town)

of the topography around Wyoming suggests that the railroad probably led north from the mill along the right-of-way now occupied by Wyoming Road.

The Northwest Copper Company was insolvent in 1859; its assets were sold to the Pennsylvania Company.

Copper was first mined in the vicinity of the community of Phoenix by the Lake Superior Copper Company in the early 1840s. The Phoenix Consolidated Copper Company was incorporated in 1899. The 30 July 1902 *Portage Lake Mining Gazette* reports that the company was operating a railroad that connected the mine with Calumet. It used an abandoned "Bollman grade." Some sources call that right-of-way the **Phoenix Mine & Gratiot River Railroad**. Figure 10-17 comes from the John F. Campbell Collection. It is an image of the narrow-gauge Climax locomotive used by the line.



10-17 Climax Engine-Phoenix Mine & Gratiot River Railroad











# Chapter 11

## Luce County

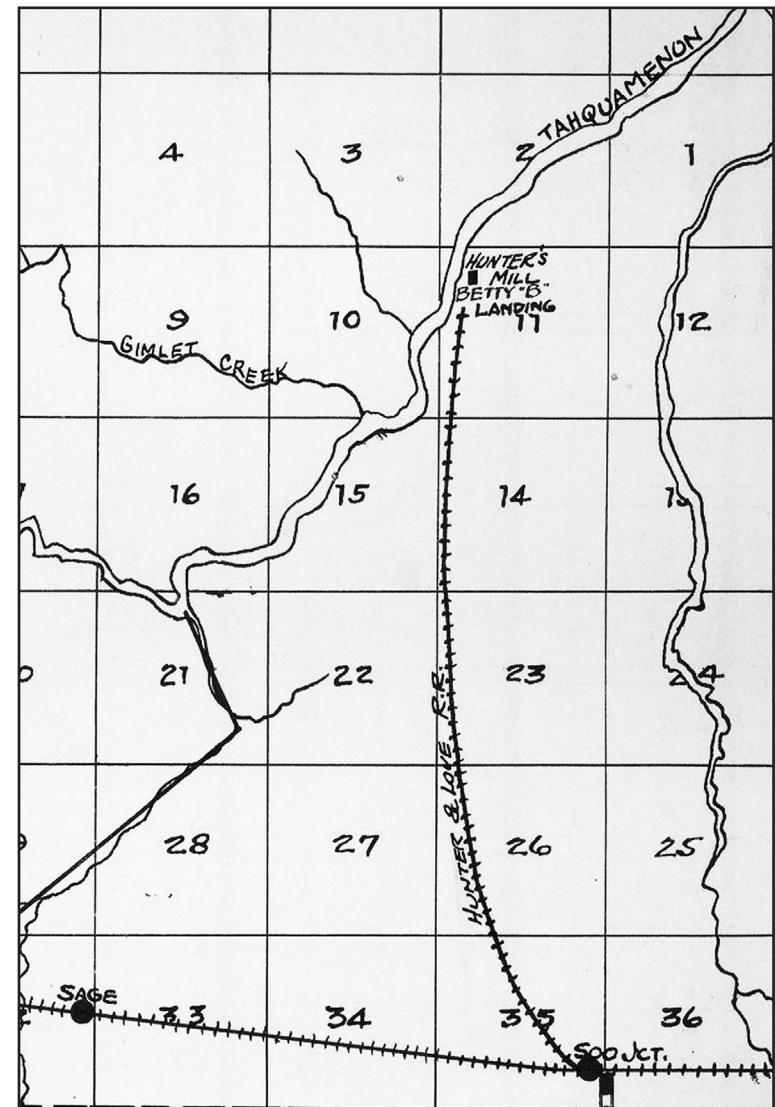
The **Hunter & Love Lumber Company** was incorporated at Newberry in 1909. John H. Hunter of McMillan was president, while Robert Love managed the operation. The 12 November 1910 *Michigan Manufacturer & Financial Record* reports that the company owned more than 15,000 acres of timberland along the Tahquamenon River. A five-mile, standard-gauge railroad was to be built, connecting a mill with the Duluth, South Shore & Atlantic Railway (DSS&A) at Soo Junction. Figure 11-1 is part of the 1920 *Luce County* map preserved at the Archives of Michigan.

Removal of timber was complete in 1925 and the mill closed. River cruises to the Upper Tahquamenon Falls, departing from the site of Hunter's Mill, were commenced in 1927. Joe Beach operated the cruises; he leased the former logging railroad to bring passengers from Soo Junction. The boat he used was named "Betty B," memorializing his daughter.

The gauge of the railroad was reduced from standard to 24 inches. As time passed, the train line came to be known as "The Toonerville Trolley."

An authoritative source for information about the **Sucker River Railway** is [A Historical Narrative Supplement to A Map of Logging Railroads in Upper Michigan's East-Central Region 1879-1965](#). The associated map provides a detailed outline of the right-of-way. The author reports "The Sucker River Railway was built by lumberman Dan (sic) McLeod of Newberry to haul logs to a dumping ground on the Blind Sucker River, twelve miles east of Grand Marais, where they were driven about four miles down the river to Lake Superior.

"Construction was begun in the fall of 1900 on the shore of Lake Superior just west of Perry's Landing, where a



11-1 1920 Hunter & Love Railroad



dock was built. The grade was built from the dock a mile and one-half south to the dumping ground at the Sucker River, thereby avoiding a longer route along the river from the east. By the summer of 1901, the grade had been extended south of the river some nine miles into timberland owned by Hall & Munson of Bay Mills. . .

“By 1903 the railroad had been extended southwesterly fourteen miles, including branches, through Hall & Munson timber to a point on The Manistique Railway just north of Summit (This junction was in the eastern part of Alger County; thereafter, logs could be hauled all the way to Grand Marais, assembled into rafts, and towed to Bay Mills).

“The railroad had two locomotives – nicknamed ‘Big Alice’ and ‘Little Alice.’ The larger was a Forney-type locomotive originally purchased in the late 1890s from the Chicago Elevated Railroad after it switched to electric locomotion in 1896.

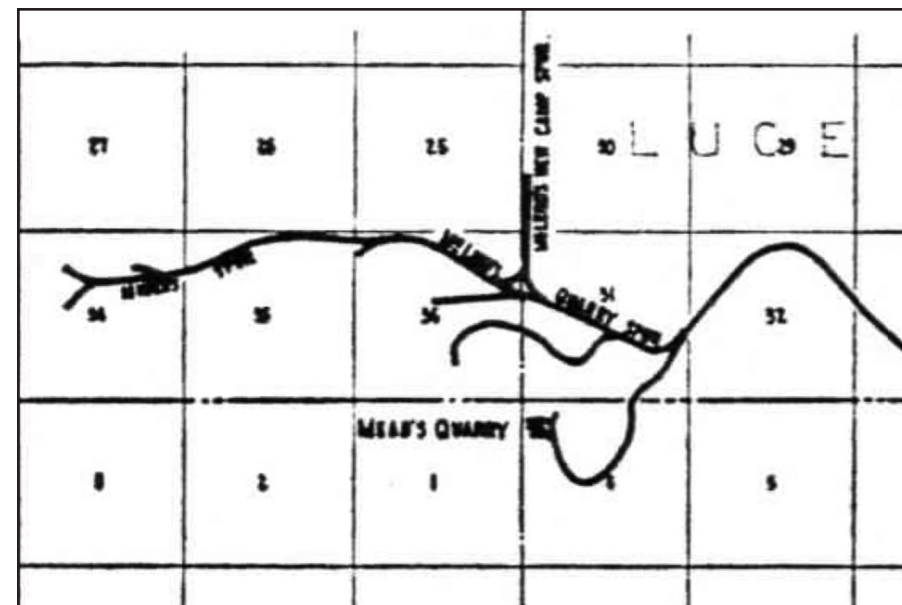
“Sucker River Railway operations ended in 1905 and it was sold to The Manistique Railway, which operated it for a short time as its McLeod Branch.”

**Donald N. McLeod** was born in Canada and immigrated to the United States in 1872. He moved to Newberry in 1886 and became the proprietor of a hotel, the McLeod House. He resided at McMillan in 1900 when he undertook construction of the Sucker River Railroad. The 28 October 1905 *American Lumberman* reports “D. N. McLeod has finished his operations near Grand Marais, where he has been for several years, and sold his steel on his logging road to the Manistique Railway. McLeod had twenty miles of track and received \$15,000 for the rails. He still owns the rolling stock and steam loader, which he will ship to Newberry to be stored. If suitable arrangements can be made he will build a road into a big tract of timber he owns southeast of that point.”

American Lumberman’s 1906 *Industrial Statistics: List of Steam Logging Roads* reports that McLeod was operating a logging railroad “out of Newberry.” There is a legitimate question as to whether this refers to a right-

of-way physically coming from Newberry, as opposed to McLeod Spur. That spur originated from the Hendricks Quarry Branch of the Minneapolis, St. Paul & Sault Ste. Marie Railway (MSP&SSM) and perhaps, was managed from Newberry. The MSP&SSM completed construction of the Hendricks Quarry Branch (also called the Rexton Branch) late in 1903. It connected to the mainline at Rexton, in Mackinac County; after entering Luce County, the Hendricks Quarry Branch was itself the origin of McLeod Spur. The November 1952 *Soo-Liner* contains an article **Rexton Branch** which provides an in-depth history of that segment of railroad. Figure 11-2 is part of the map included with the article. Here, “McLeod’s Spur” and “McLeod’s New Camp Spur” are visible.

**Rexton Branch** narrates “The D. M. (sic) McLeod Lumber Company operated from McLeod’s Spur, 10 miles from Rexton. They began operations around Hendricks Quarry soon after it was opened, and shipped an average of ten cars a day. *The company also had operations further north around Newberry on the D. S. S. & A.*” Italics were added



11-2 McLeod Spurs and Quarry Spurs

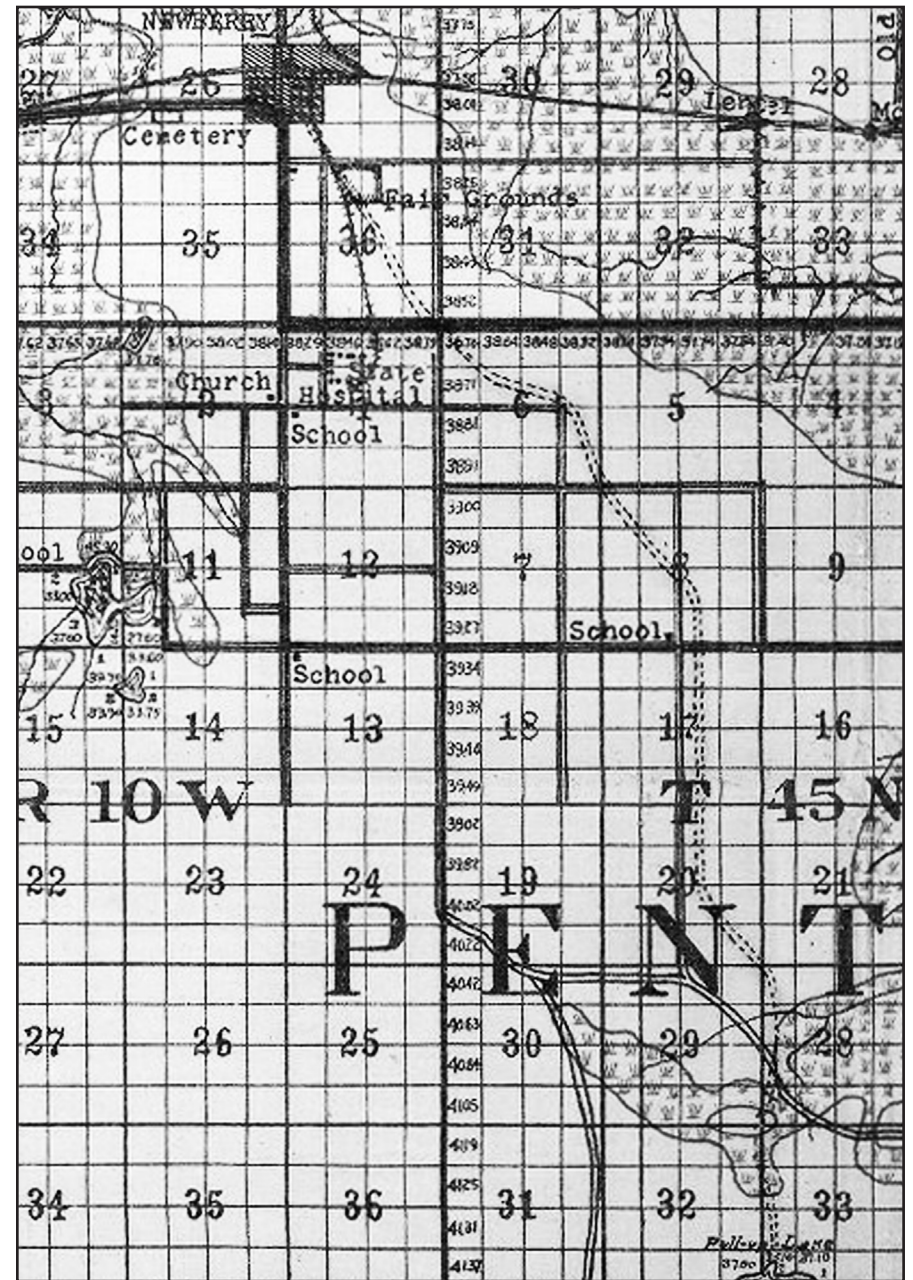
by this author. Figure 11-3 is part of Broad's 1916 *Map of Luce County Michigan*. A feature representing a non-functioning right-of-way heads south from Section 36, immediately south of Newberry, all the way to Pull-up Lake in the southeast corner of the map. Perhaps this had been utilized by McLeod prior to construction of McLeod Spur.

Timber logged to McLeod Spur was hauled via Rexton to Garnet, where McLeod operated a hardwood sawmill in 1907. That year, he also had a general store and shingle mill at Rexton. The 1910 federal census reveals that McLeod resided at Garnet. American Lumberman's 1910 *Sawmill Equipment Register* records that his railroad, tributary to Rexton, was standard-gauge and four miles in length. Two additional miles were contemplated. Equipment included one locomotive and a McGiffert log loader. The 1915 edition of *Sawmill Equipment Register* no longer lists a logging railroad serving the McLeod mill at Rexton. A separate listing for the McLeod Lumber Company, at Newberry, may have been a duplication of some of the data for the Rexton operation. It shows a logging railroad of nine miles (which may have included mileage along the Hendricks Branch of the MSP&SSM), three additional miles under construction, and ten additional miles under consideration.

Southern Lumberman's 1917 *Directory of American Saw and Planing Mills* has no listing for the McLeod Lumber Company at Newberry or Rexton. But McLeod's mill at Garnet was still operating. In 1921, his company advertised that it was manufacturing cross ties at Newberry.

The communities of Newberry, Dollarville, McMillan, and Danaher are all located along what was the mainline of the DSS&A, in the south half of Luce County. Several of the forest product industries in that region had operations based in more than one of these places.

The **Charcoal Iron Company of America** maintained a large complex at Newberry which produced charcoal,



11-3 1916 Possible Abandoned Spur from Newberry

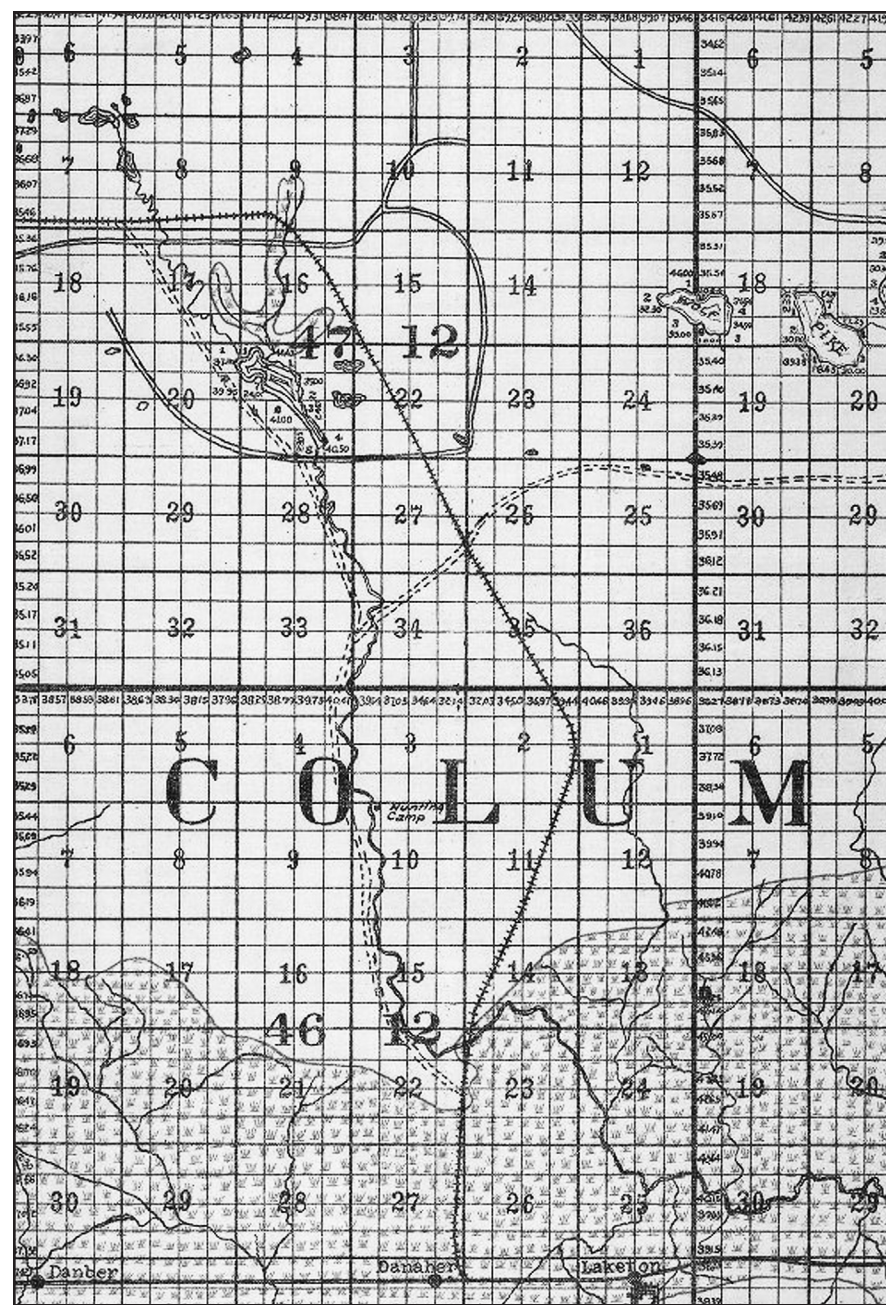


acetate of lime, and alcohol. The company was incorporated in 1915, with its business headquarters in Detroit. Operations were directed from Boyne City. By 1917, it was utilizing two segments of standard-gauge logging railroad in Luce County. One headed southeast from McMillan. That grade was reused later by the Barrett Lumber (or Logging) Company. The second originated at Newberry and followed a course to the north and west. Southern Lumberman's 1917 Directory indicates a total length of 20 miles for the lines.

Michigan Railroads & Railroad Companies reports that in 1924, the company bought the logging railroad of the **Lake Superior Iron & Chemical Company**. That line extended northeast from Newberry and must have been only recently constructed, for it does not appear on Standard Map Company's 1923 *Luce County*. Southern Lumberman's 1924 Directory notes 24 miles as the total length of the Charcoal Iron Company railroad. The Newberry Lumber & Coal Company purchased Charcoal Iron's right-of-way, northeast of Newberry, in 1929. The Newberry Lumber & Coal Company operated until 1945, when the facility closed. To the north, that company's line reused some abandoned grades originally built by Con Culhane's logging railroad.

Dollarville is a ghost town situated somewhat less than two miles west of Newberry. Its history is greatly involved with the lumber industry. Robert Dollar, a Scottish immigrant, was the founder of the American Lumber Company, which set up a sawmill and general store at Dollarville in 1882. Michigan Railroads & Railroad Companies reports that a logging railroad supplying the mill was installed at Dollarville about 1885. It led northwest from the community.

Ownership of the mill was transferred to the Peninsular Lumber & Manufacturing Company in 1887; that entity was still listed as the mill operator in the 5 January 1889 *Northwestern Lumberman*. The Peninsular Lumber & Manufacturing Company filed its last yearly report to the State of Michigan in 1891.



11-4 1916 Danaher & Melendy Railroad



The Dollarville Lumber Company was incorporated 26 May 1892. It bought the mill at Dollarville and its associated timberland on that same day. Three years later, the Danaher & Melendy Lumber Company bought the mill in August 1895.

Ludington was the headquarters of the **Danaher & Melendy Lumber Company**. Patrick M. Danaher and David A. Melendy owned that business. Their earliest railroad logging was done in Lake County. Later, they constructed the North Branch & Sauble River Railroad (see *In the Pines, An Atlas of Michigan Logging Railroads*). When pine timber became scarce in the Lower Peninsula, the partners purchased a large tract of land in Luce County's Columbus Township in 1894. Plans were made to turn it into lumber by railing it to the former Dollarville Lumber Company mill.

West of McMillan, Danaher & Melendy constructed a logging railroad heading north. It left the DSS&A at a place that became known as Danaher. The 7 August 1896 *Newberry News* reports that about 4 miles of railroad was under construction. Cornelius D. Danaher, son of Patrick M. Danaher, managed the Luce County Danaher & Melendy operation from Dollarville.

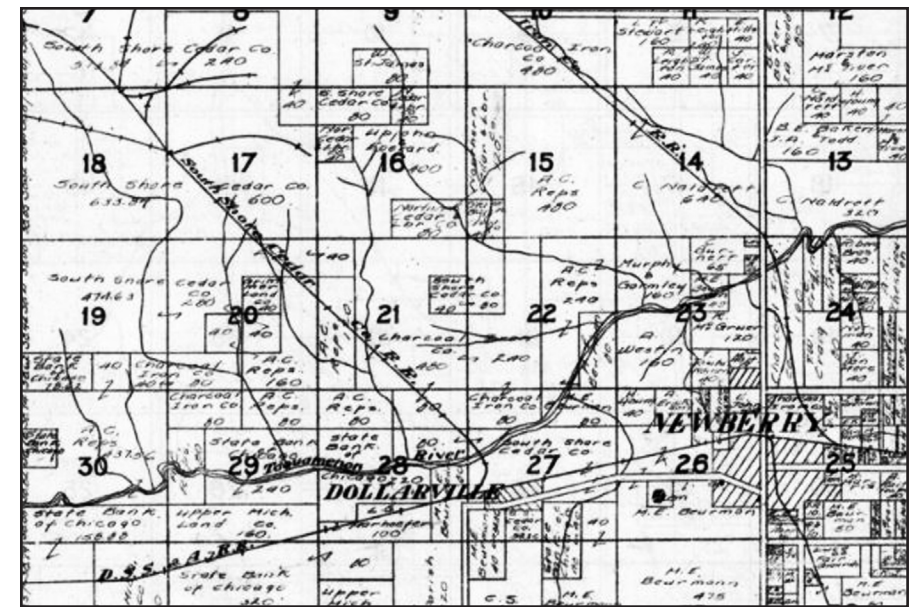
Most of the pine timber had been removed from the Danaher & Melendy holdings by 1902. That year, much of the tract bought in 1894 was sold to the Cleveland Cliffs Iron Company. The new owner planned to harvest remaining low-grade hardwoods for production of chemicals and charcoal. However, the deed (Luce County Deed Book 7, Page 262) notes that the railroad and its operation remained under control of Danaher & Melendy. There was still some pine to be removed from the tract, and all was to have been harvested no later than 1904. The Dollarville mill closed in 1903 when the remaining pine had come out.

But the right-of-way built by Danaher & Melendy continued to be used for many years after 1903. Though it is not clear which entity operated it, the grade still appears in Figure 11-4. This image is part of J. A. Broad's 1916 *Map of Luce County*. In 1902, and for several years

following, additional parcels of the tract were sold to the Hall & Munson Lumber Company and the Northern Cooperage Lumber Company.

Under the name Danaher Hardwood Lumber Company, Cornelius Danaher began a new enterprise at Dollarville in 1904. He remodeled the mill, which had closed the year before, converting it from pine to hardwood production. To access hardwood timber, a new segment of railroad was constructed from McMillan to the southwest, with the logs hauled to Dollarville via the DSS&A. After the high-quality hardwood timber was removed, in 1910, that segment of railroad was sold to the Lake Superior Iron & Chemical Company.

The South Shore Cedar Company was incorporated at Escanaba in 1911. Amended articles were filed in 1914, indicating that headquarters had moved to Dollarville. Figure 11-5 is an image from Hixon's 1917 atlas *Michigan Northern*. The interchange point of the cedar company's railroad with the DSS&A is visible at Dollarville. The



11-5 1917 South Shore Cedar Company Railroad



South Shore Cedar Company's grade probably reused the right-of-way built in 1885 by Robert Dollar's American Lumber Company.

As mentioned earlier, McMillan was the origin of two logging railroads. Over time, each had two separate operators. Figure 11-6 shows both lines. Preserved at the Archives of Michigan, the image is part of J. A. Broad's 1916 *Map of Luce County Michigan*. The right-of-way leading southwest was originally built by the Danaher Hardwood Company; after 1910, the Lake Superior Iron & Chemical Company used it. Hixon's 1917 *Michigan Northern* atlas reveals that, that year, the line heading southeast was operated by the Charcoal Iron Company.

The line to the southeast appears on Standard Map Company's 1923 *Map of Luce County* as well as the 1927 *Soil Map Luce County*. However, there is no name designation on either map. The 1929 *Geological Map Showing Surface Formations of Luce County* indicates that this grade had become the "B. L. CO. R R." The "B" stood for Barrett; it is not known if the "L" stood for Lumber or Logging.

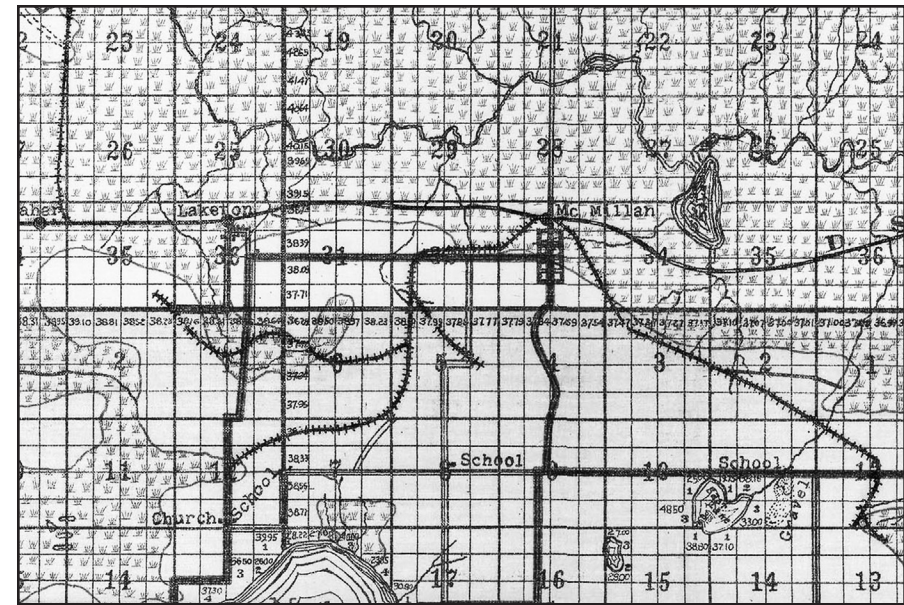
Some of the grades heading southeast from McMillan entered Mackinac County. The Barrett just mentioned may have been the Jessie L. Barrett of Newberry, who was in partnership with Jay W. Carr.

Charles H. Cook and William C. Wilson were cousins. In 1876 they opened a sawmill at Deer Park, on Muskalonge Lake. The 12 February 1887 issue of *American Lumberman* describes a 36-inch gauge logging railroad operated there by **Cook & Wilson** of Michigan City, Indiana. It was 5.5-miles long and owned one locomotive. The article was in error when it stated that the line was in Chippewa County.

Michigan's Logging Railroad Era, 1850-1963, A Selected and Annotated Bibliography describes the origin of the Peninsular, Deer Park & Southern Railroad. It was built to enable Cook & Wilson to supply their Deer Park

sawmill with logs. The resulting railroad extended as far south as Section 1 or 2 in Township 48 North, Range 11 West, on the West Branch of Two Hearted River.

A Historical Narrative Supplement to A Map of Logging Railroads in Upper Michigan's East-Central Region 1879-1965 notes that Bradley & Hurst of Bay City gained control of the Deer Park mill in 1891. At that time, Mutart & O'Malley operated the narrow-gauge Peninsula, Deer Park & Southern Railroad. Finished lumber was moved by rail from the mill to a wharf on Lake Superior for shipment. The sawmill closed in 1900 and the railroad was removed.



11-6 1916 Charcoal Iron Company Railroad

# Chapter 12

## Mackinac County

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**William Hudson** was born in Canada in 1845. He was a lumberman in Saginaw in 1900 and became associated with Nelson Holland and the N. Holland & Company of Buffalo, New York. This brought his attention to Mackinac County, where he purchased timberland that was harvested by Holland's Naubinway Logging Railroad. Hudson also formed the Hudson Lumber Company and operated his own logging railroad from Garnet, not far east of Naubinway.

American Lumberman's 1906 Industrial Statistics confirms that Hudson was operating a logging railroad from Garnet. Polk's 1907-8 Gazetteer of Michigan lists the Hudson Lumber Company with saw and planing mills at Garnet. However, American Lumberman's 1907 Sawmill Equipment Register reports just the D. N. McLeod Lumber Company at Garnet, with a ten-mile, standard-gauge logging railroad. But the 1910 and 1915 editions of Sawmill Equipment Register note only the Hudson Lumber Company at Garnet, with no railroad mentioned. Southern Lumberman's 1917 Directory of American Saw and Planing Mills again lists the D. N. McLeod Lumber Company there, with a ten-mile railroad; the Hudson Lumber Company was gone.

LiDAR ground imagery reveals a likely railroad grade heading out of Garnet, to the north. The right-of-way is represented by a purple line in the map on page 135. It is unclear who built it, and when. Though it merges with the Hendricks Truck Trail, it could not be determined how far north the truck trail uses this old logging grade. It is possible that both Hudson and McLeod used it, especially if it went far enough north to connect with McLeod Spur, which originated from the Hendricks Quarry (or Rexton) Branch of the Minneapolis, St. Paul & Sault Ste Marie Railway (MSP&SSM).

The **Loud Lumber Company** was incorporated at Charles, Michigan in 1913. It appears on the Mackinac-East map. The company purchased a used, 36-inch gauge Shay locomotive. Michigan's Logging Railroad Era, 1850-1963, A Selected and Annotated Bibliography mentions that the railroad operated through 1918.

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Michigan's Logging Railroad Era, 1850-1963, A Selected and Annotated Bibliography mentions that D. M. McCoy was the operator of a standard-gauge logging railroad which had a postal address at Rexton. This notion may have come from the fact that the website shaylocomotive.com reports that the **D. M. McCoy Lumber Company** of Rexton purchased a used, standard-gauge Shay locomotive. No date is given, but the engine was later used by the McLeod Lumber Company at Rexton. Possibly, McCoy's logging railroad was located on a spur coming from the Hendricks Quarry (Rexton ) Branch of the MSP&SSM.

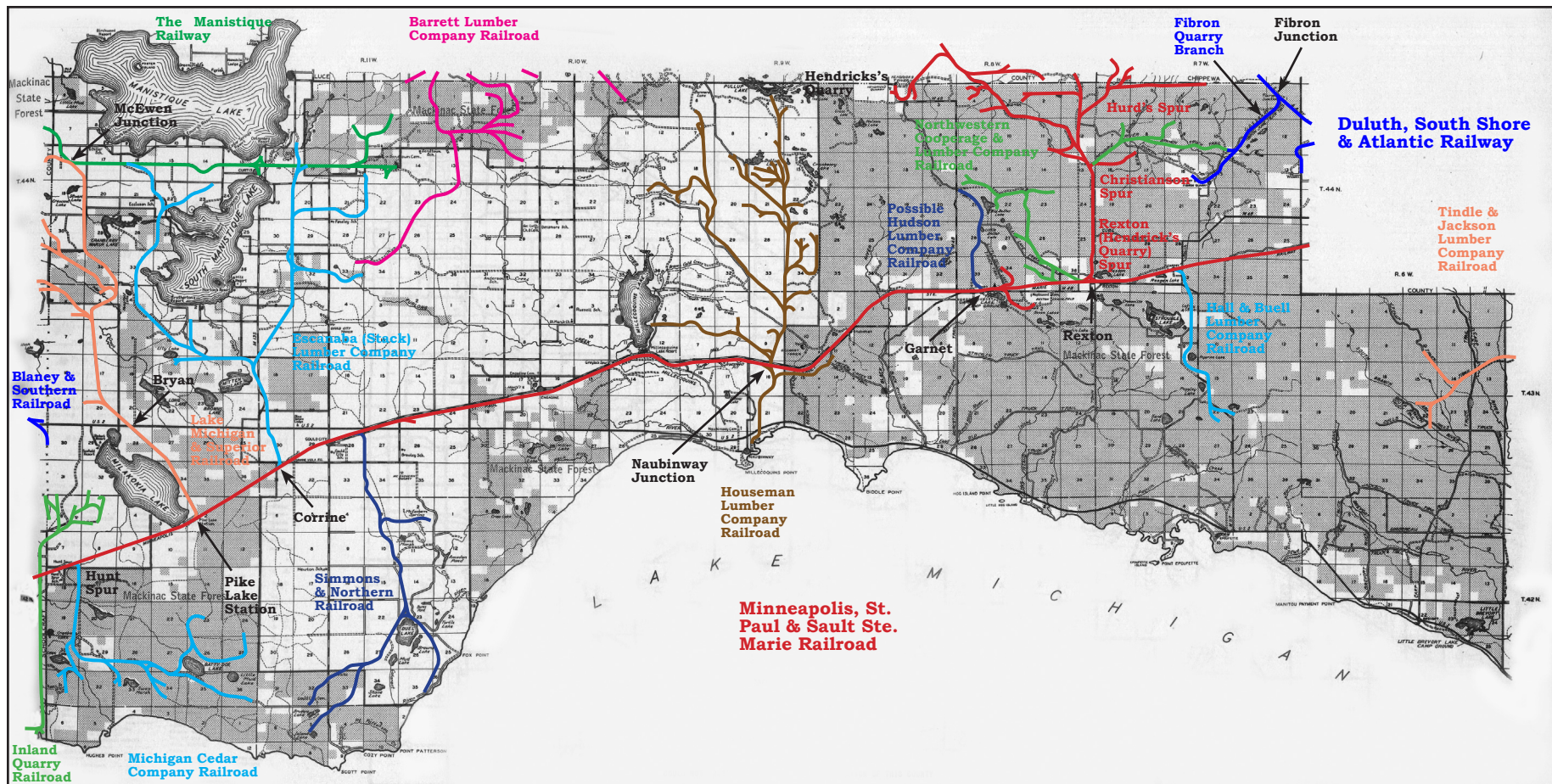
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The **Michigan Cedar Company** had its mill at Hunt Spur, near the west border of Mackinac County (see the Mackinac-West map). The 11 November 1893 *Manistique Tri-Weekly Pioneer* reports that the shingle company used one locomotive on its three-mile railroad, supplying logs for the mill.

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The community of Naubinway was first known as Boucha. It was named for an early settler, William Boucha. Naubinway was a terminal for several logging railroads. Over several years, they all used the same right-of-way into the town, from the north. Their names were the **Lake Michigan & Northern Railroad**, the **Naubinway Logging**





West Part of Mackinac County







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**Railroad, the C. L. Houseman Logging Road, and the Naubinway & Northern Railroad.**

Thomas H. McGraw was a Poughkeepsie, New York lumberman who was active in the Bay City, Michigan lumber business. In the early 1880s he began buying timberland in the region around Naubinway, and north of there. The 1887 edition of Poor's Manual of Railroads shows that McGraw, Jackson & Company operated a 56-inch gauge, fifteen-mile logging railroad at Naubinway. Named the Lake Michigan & Northern Railroad, it had two locomotives and 40 cars. The line was still owned by McGraw, Jackson & Company when the 1888 edition of The Official Railway List was published. McGraw had been pursuing construction of the Dead River Railroad, in Marquette County, since 1886 and in 1889, he made that enterprise his primary focus.

Thus, the 1889 version of Poor's Manual of Railroads reveals that the Lake Michigan & Northern Railroad had been acquired by N. Holland. It remained fifteen miles in length, but the gauge was reported to be 36 inches (perhaps the 1887 report of a 56-inch gauge was in error). The 1890 edition of Poor's Manual of Railroads notes that N. Holland & Company of Buffalo, New York owned the line, and it was designated the Naubinway Logging Railroad. The line's length had decreased to twelve miles.

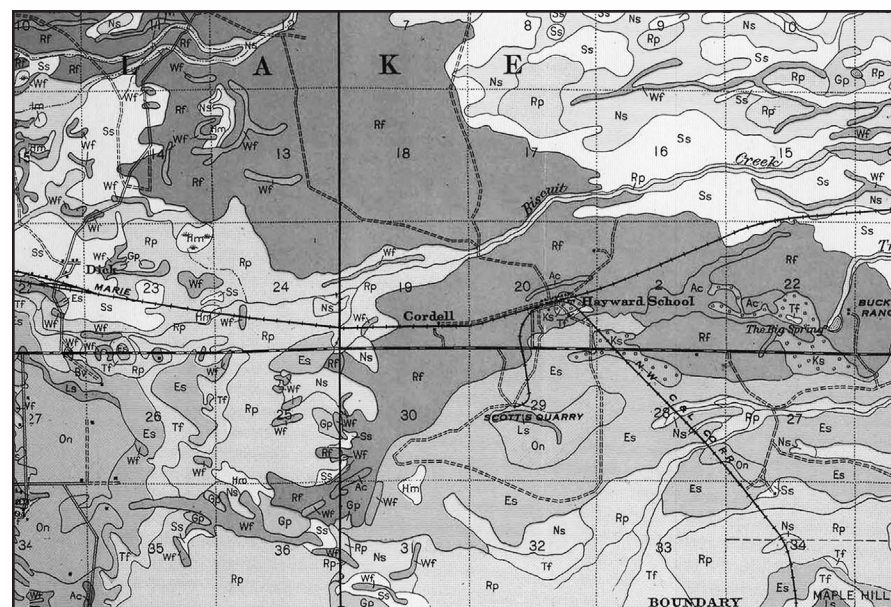
Nelson C. Holland began buying land in Sections 1,4, 6, 7, 9, 10, 11, 12, 14, and 15 of Township 43 North, Range 9 West in 1879. William Hudson was also associated with N. Holland & Company. The 1892 Annual Report on the Statistics of the Railroads of the United States continues to show a twelve-mile line belonging to the Naubinway Logging Railroad. Nelson Holland & Company appears in Polk's 1893-4 Gazetteer of Michigan, with a general store and planing mill at Naubinway. The 1897 gazetteer lists only a general store operated by the company there. Nonetheless, the Interstate Commerce Commission's 1897 Statistics of the Railways of the United States again refers to the line as the Lake Michigan & Northern Railroad, with ten miles of track. Nelson Holland & Company was not present at Naubinway when Polk's 1903 gazetteer was printed.

With the pine timber gone from the area, there was no need for a logging railroad at Naubinway until Charles L. Houseman decided to harvest hardwoods in that region. He was the founder of Muskegon's C. L. Houseman Lumber Company. The January 1906 *Woodcraft* reports "The 300-acre tract of timber in the northern section of Muskegon County, near Whitehall, Mich., known as the Beechwoods, has been sold to C. L. Houseman of Muskegon." This was the last large parcel of old-growth timberland in that part of Michigan. Thus, Houseman needed a new source of logs. He found property in Mackinac County and planned to reopen the abandoned Naubinway Logging Railroad grade to harvest it.

Figure 12-1 is from the Archives of Michigan. It is a map of Houseman's logging line, which was approved by the Michigan Railroad Commission 9 April 1907. The right-of-way crossed the mainline of the MSP&SSM at a place called Old Naubinway Junction. American Lumberman's 1912 Sawmill Equipment Register reports that by then, the line was known as the Naubinway & Northern Railroad; it was fifteen miles long. The 1915 edition of the same publication reveals that it was operated by the Naubinway Mill Company of Chicago. That year, it was standard-gauge, eight miles long, with three miles under construction and eight more miles being considered. One locomotive and 30 cars were in use. The railroad did not appear in The Southern Lumberman's 1917 Directory of American Saw and Planing Mills.

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The **Northwestern Cooperage & Lumber Company** was incorporated 19 December 1898, with its headquarters and mill in Delta County at Gladstone. Its earliest railroad operation was at Rexton, in western Mackinac County. Logs were transported to Gladstone on the MSP&SSM. Later, the company logged on property near East Lake in northern Mackinac County using its own logging line. That timberland was accessed from Dick's Spur (Spur 459) of the MSP&SSM and was in Township 43 North, Range 4 West. Figure 12-2 is part of the 1924 Soil Map of Chippewa County, Western Sheet. "N W C & L CO R R" is visible.



Railroad logging in the vicinity of Rexton is described by an article titled “Rexton Branch” in the October-November 1952 issue of *The Soo-Liner*. “Some time before 1900, when the timber close to the railroad (the MSP&SSM) was being cut, a pole road had been constructed into the woods from Rexton. . . . In 1900, the **Bradley-Watkins Company**, a logging concern from (Tomahawk) Wisconsin, acquired the pole road and by 1903, had an 8.5-mile railroad running north and west from Rexton. About seven miles from Rexton, the road encountered a limestone ridge that runs east and west for a number of miles . . .

"In the summer of 1903, the Union Carbide Company informed the Soo Line management that they planned to open a quarry in the ridge, build a railroad, and deliver the limestone to the Soo Line at a point near Corrine (a subsequently discontinued station) for movement to Sault Ste. Marie, where the Carbide Company was building a large carbide plant. Negotiations followed which resulted in the Soo Line purchasing the Bradley-Watkins Company road for \$42,000 and constructing



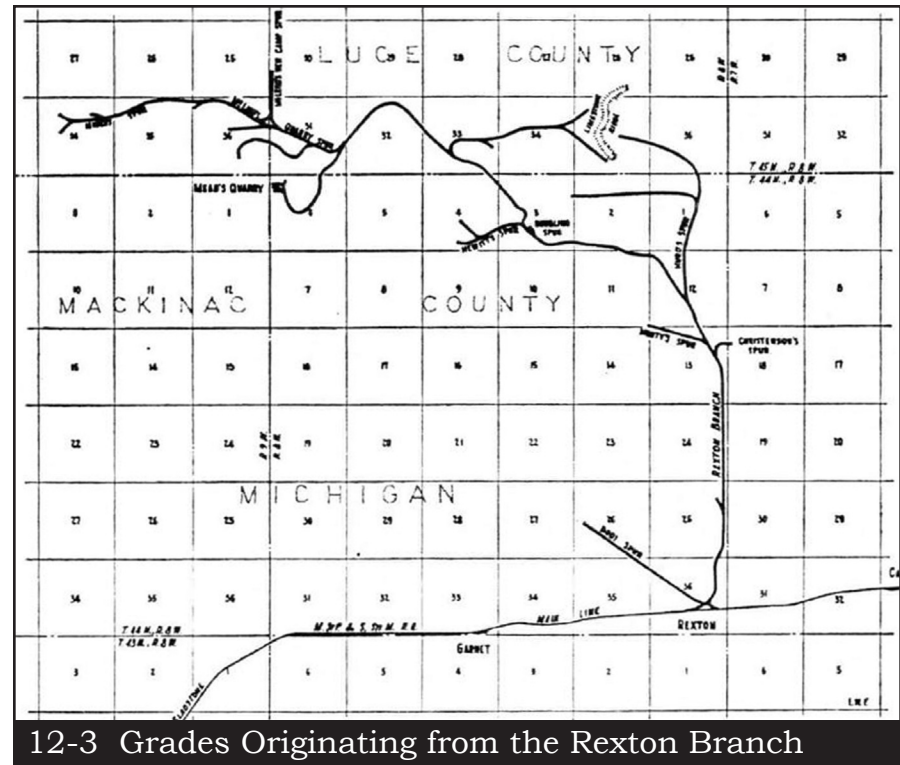
four additional miles of road to Hendrick's Quarry." The Bradley-Watkins Company was owned by William H. "Tomahawk" Bradley and W.T. Watkins; its business office was in Minneapolis.

**Hendrick's Quarry** was in Section 6, Township 44, Range 8 West of Hudson Township. The MSP&SSM's Hendrick's Quarry (Rexton) Branch was the origin of several named spurs. The Northwestern Cooperage and Lumber Company owned and operated some of them. One originated from the Christianson Spur, immediately northeast of the place where the Christianson Spur came off the Rexton Branch. The spot was about three miles north of the village of Rexton. McLeod Spur (named for Dan McLeod) was given off by the Rexton Branch approximately ten miles from Rexton; it was the source of additional Northwestern Cooperage & Lumber Company grades. Those were in Luce County, but available information does not indicate which of the rights-of-way seen there (shown as MSP&SSM grades) were actually operated by the cooperage company. "Rexton Branch" reports that "North of the (Hendrick's) Quarry, operating on tracks extending off the lines belonging to McLeod, were other operations of the Northwestern Cooperage & Lumber Company . . . The Berry Chemical Company of Manistique . . . worked on a number of spurs.

. . . Among other companies that operated at various times on the Rexton branch were Carr & Barrett on two different spurs, while the National Pole Company, Gillespie Lumber Company and Freeman Lumber Company each had one spur." Figure 12-3 is a map showing many of these grades; it was also part of The Soo-Liner article.

Additional spurs named in the article, with distance from the village of Rexton given in parentheses, were Hurd's (4.0 miles) where the Kneeland-Bigelow Company of Bay City operated until 1928; Doubling (6.5 miles); Wilson's (8.0 miles) used by the Manistique Iron Company, which also operated on Pokan (the distance of that spur was not given).

LiDAR ground imagery discloses features compatible with a railroad grade heading diagonally northwest from the village of Rexton. This may have been used by the Northwestern Cooperage & Lumber Company.



The Hendrick's Quarry ceased operating in 1922. Timber harvesting on the Hendricks Quarry (Rexton) Branch decreased over the years. According to the decision which allowed its abandonment, issued by the Interstate Commerce Commission 14 November 1932, no trains operated on the branch since 1930.

Little is known about a logging railroad operated by the **Peninsula Cedar Company**. The 1900 Michigan Railroad Appraisal shows a length of six miles for the line. It is also described in the 1901 edition of The Michigan Book under the category of "Incorporated Forest and Ore Roads." There, it is said to have been in Mackinac and Luce Counties. Those two counties share a common border that is five ranges (approximately 30 miles) long; it seems reasonable that the line would have crossed somewhere along that boundary.

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The mill associated with this railroad may have been located at Parkington, in Schoolcraft County. If so, the railroad must not have connected directly to it. Michigan Place Names narrates “Parkington, Schoolcraft County: . . . the settlement formed around the sawmill and general store of the Peninsula Cedar Company.” Donald and G. F. Ross were the owners. The Cedar River Land Company was incorporated in 1902 with offices at Tomahawk, Wisconsin and Manistique, Michigan. Polk’s 1903 Gazetteer of Michigan reveals that the Cedar River Land Company was operating the sawmill and general store at Parkington. That company was bankrupt in 1905.

The location of the logging railroad has not been ascertained with certainty. Using LiDAR imagery, I could not locate any such a grade, crossing between Mackinac and Luce Counties, other than those associated with the Hendricks Quarry (Rexton) Branch of the MSP&SSM.

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**George Quay** was a lumberman who manufactured shingles at Cheboygan in 1900. By 1908, he operated a shingle mill at Moran and he resided there in 1910. He used a short, standard-gauge railroad to bring cedar logs to his mill at Moran. The line used a Shay locomotive that previously belonged to both D. M. McCoy and Dan McLeod at their Rexton operations. By 1920, Quay again resided at Cheboygan.

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The **Simmons & Northern Railroad** was built by the Simmons Lumber Company of Kenosha, Wisconsin. It began operating in 1902 between Bovie and the area around Duel Lake. Bovie, in Newton Township, is somewhat less than a mile east of Gould City. The village of Simmons grew up on the north shore of Duel Lake and the company’s sawmill was erected on the southeast shore. Fire destroyed most of the village in 1907; the railroad and associated timberland was sold to the Earle Lumber Company. The Wisconsin Land & Lumber Company acquired those assets in 1908. The sawmill burned in 1913, effectively ending all timber operations in that area.

Ezra H. Stafford was born in Canada about 1864 and immigrated to the United States in 1880. In 1894, he incorporated the **E. H. Stafford Company** at Muskegon. The business made wooden office furniture and school desks. At one time, it had manufacturing plants in Muskegon, Ionia, and Mackinac County at Sand Bay. About 1904, the business was reincorporated in Illinois as the E. H. Stafford Manufacturing Company and an additional factory opened at Paxton, Illinois.

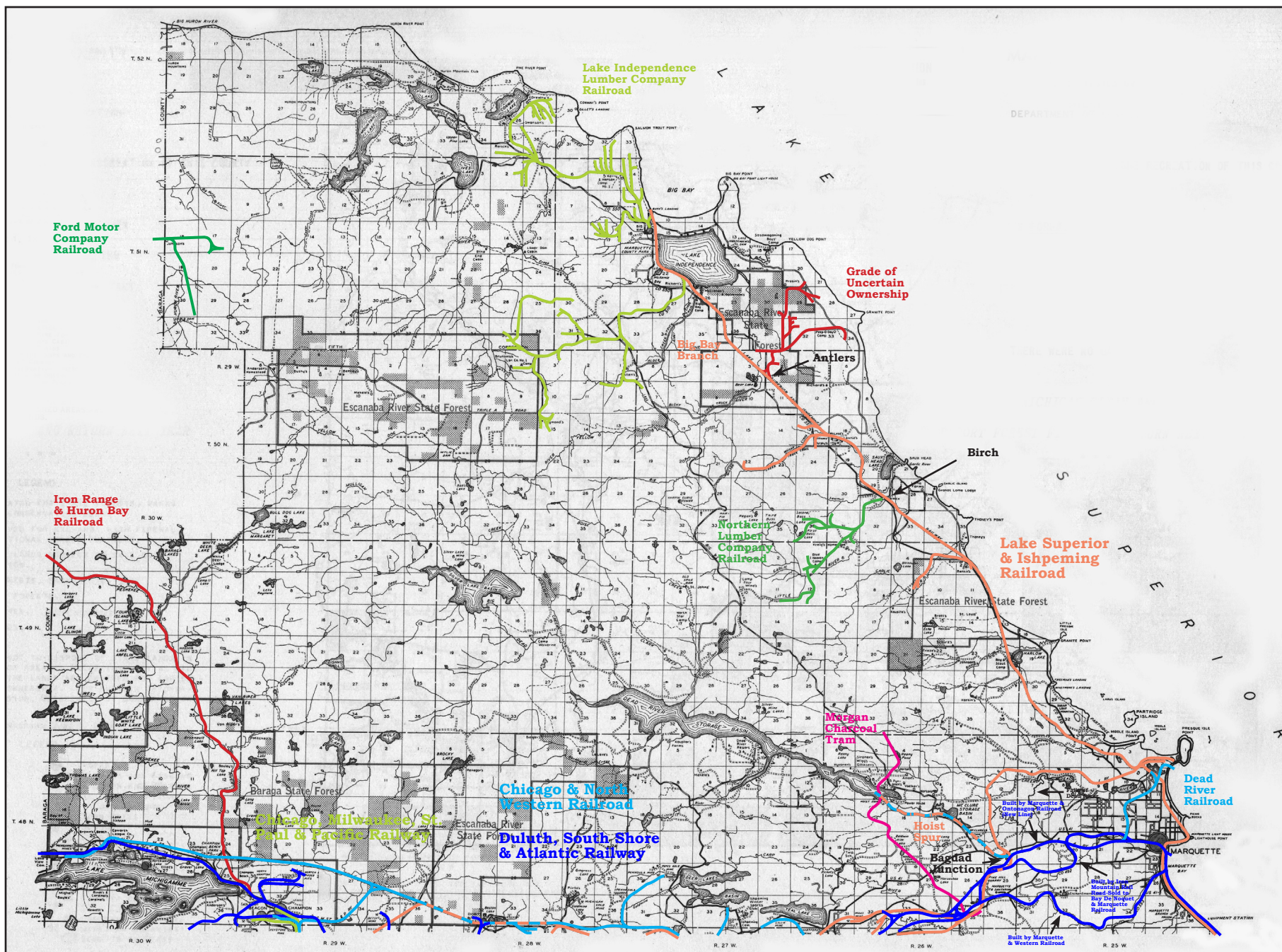
The mill at Sand Bay, on Bois Blanc Island, started in production in 1908. A 36-inch gauge logging railroad supplied it with timber. Finished product left the island from a pier on Sand Bay. Figure 12-4 displays a Shay locomotive used by the company. The website shaylocomotive.com reports that this engine was sold to the Frederick H. Wade Lumber Company, on Bois Blanc Island, in the 1920s.



12-4 E. H. Stafford Company Shay Locomotive

The **United States Steel Corporation** operates a quarry railroad which terminates at a limestone-loading dock on Lake Michigan at Port Dolomite. The operation started in 1955. The line is now operated by the Carmeuse Group, with headquarters in Belgium.





North Part of Marquette County

# Chapter 13

## Marquette County

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**William Allen** was a lumberman based at Republic, where he operated his own sawmill. He was also a jobber for other lumber companies. Meanwhile, the Chicago, Milwaukee, St. Paul & Pacific Railway reached Republic, from the south, late in 1887. The 14 February 1888 *Northwestern Lumberman* reports that William Allen had built about six miles of railroad, upon which two locomotives were running. Michigan's Logging Railroad Era, 1850-1963, A Selected and Annotated Bibliography adds that (probably later) in 1888, Allen was dumping logs into the Michigamme River for the Kirby-Carpenter Company of Menominee, and H. Witbeck of Marinette, Wisconsin. The line haul that year was ten miles.

Although a map of this logging railroad has not been found, it probably was used to harvest Kirby-Carpenter and Witbeck timber in Marquette County's Township 45 North, Range 29 West. Kirby-Carpenter bought several parcels there in 1888; Witbeck already owned timberland in that township.

A 5 January 1889 *Northwestern Lumberman* listing for Republic indicates that William Allen operated saw and shingle mills there, processing pine and cedar. Finished lumber was shipped from a station called "Baldwin," which has not been located. The publication noted a logging railroad associated with William Allen. Rand, McNally & Company's 1891 The Lumberman's Directory also shows him operating saw and shingle mills at Republic. It utilized pine, hemlock, and hardwoods, and the business still had a logging railroad.

Allen's line crossed the Michigamme River at approximately the border between Sections 7 and 8 of Township 45 North, Range 29 West. Logs belonging to Kirby-Carpenter and Witbeck were likely dumped in the river there, and then floated to mills at Menominee and Marinette.

The Sagola Lumber Company reused Allen's old, abandoned grade when it built its Marquette County railroad in 1909. LiDAR imagery of this area shows definite differences in width when comparing some of these rights-of-way, but it was not possible to determine with certainty which company built any specific segment of track.

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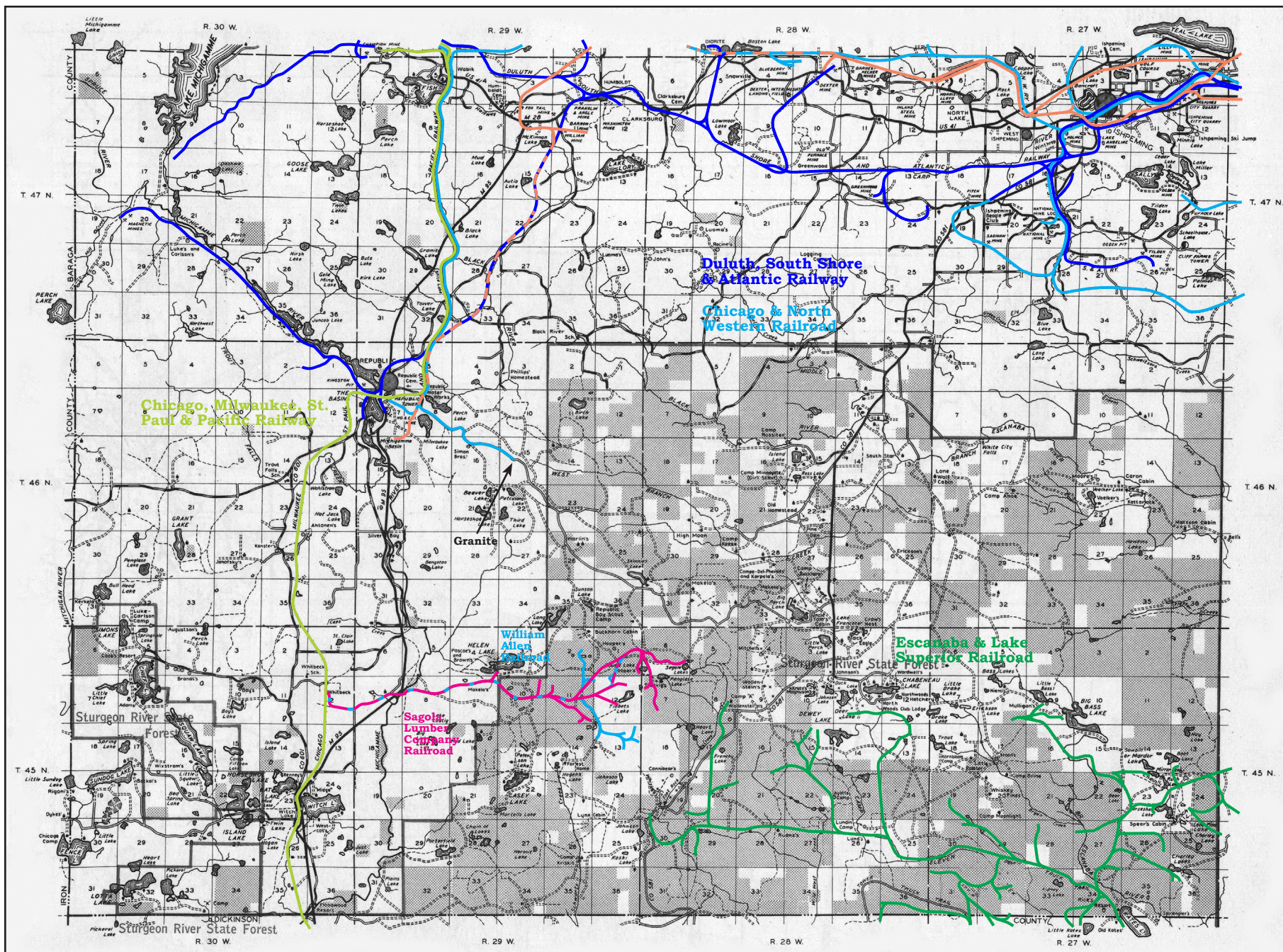
The website shaylocomotives.com reports that Henry P. Bourke of Marquette, Michigan purchased a used Shay locomotive from Sherman Brothers of Marquette sometime after 19 May 1920. The same engine was sold to a dealer, the Birmingham Rail & Locomotive Company of Alabama; then it became the property of the Midland Gravel Company of Millbrook, Michigan on 8 April 1922. Indirectly, the website Mississippi Rails clarifies the role played by Bourke in that transaction. It reports that the **Henry P. Bourke Company** was an equipment dealer in Marquette; that company also sold a Heisler locomotive, Construction # 1192 (obtained from the Hackley-Phelps-Bonnell Company of Hackley, Wisconsin) to the Birmingham Rail & Locomotive Company in 1919.

No further information on the Sherman Brothers could be found. That business may have had a relationship to the Sherman Equipment Company of Detroit, formerly the Accessory Forgings Company. Perhaps Sherman Brothers rehabilitated the Shay locomotive, which had been built in 1909, and then Bourke acted as broker for resale to the Birmingham Rail & Locomotive Company.

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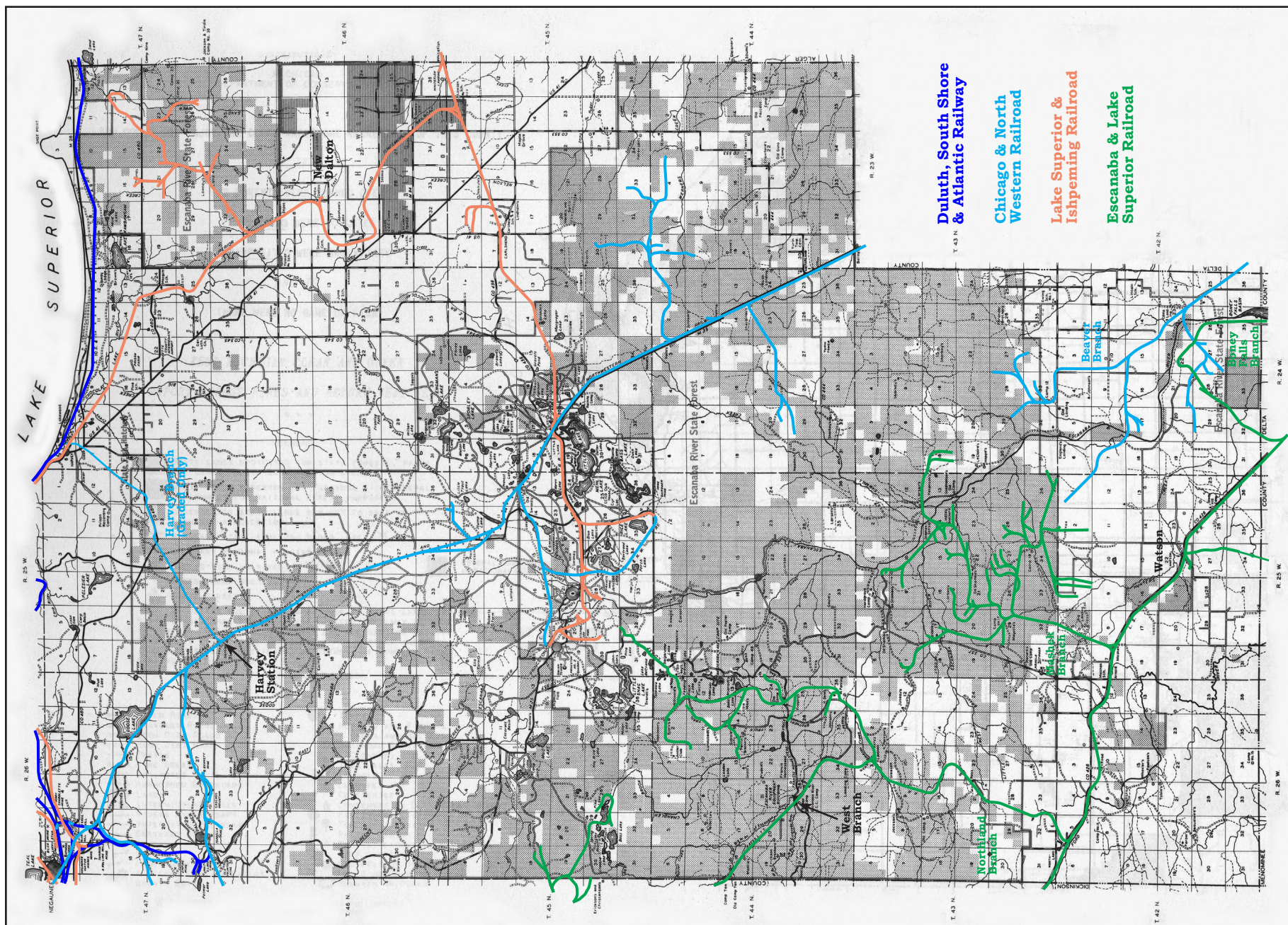
New Dalton was a community located along the Lake Superior & Ishpeming Railway (LS&I), in the northeast





Southwest Part of Marquette County





Southeast Part of Marquette County



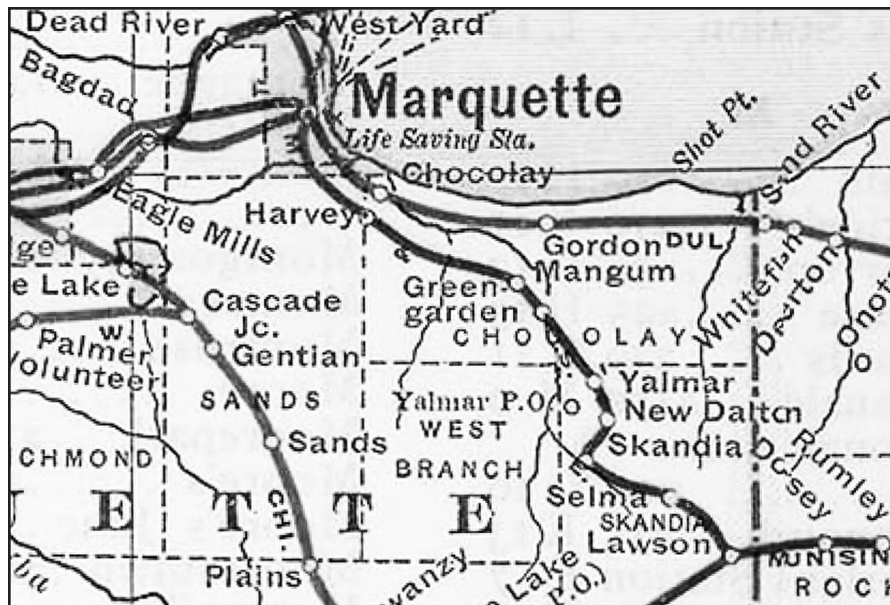
corner of Section 17, Township 46 North, Range 23 West. It is visible in Figure 13-1, which comes from the 1908 Michigan Railroad Commission map. The **Dalton Lumber Company** was incorporated in 1904 with its headquarters at New Dalton. Michigan's Logging Railroad Era, 1850-1963, A Selected and Annotated Bibliography implies that, in 1912, the company used a logging railroad. The location is not specified. An advertisement in the 3 January 1914 *American Lumberman* indicates that the company was manufacturing seven and eight-foot cedar posts.

Examination of historical aerial photographs and modern LiDAR ground imagery do not reveal any likely railroad grades leading into New Dalton. Of uncertain significance is the presence of the community of "Dalton's" approximately two miles east of New Dalton, in the northeast corner of Section 15, Township 46 North, Range 23 West.

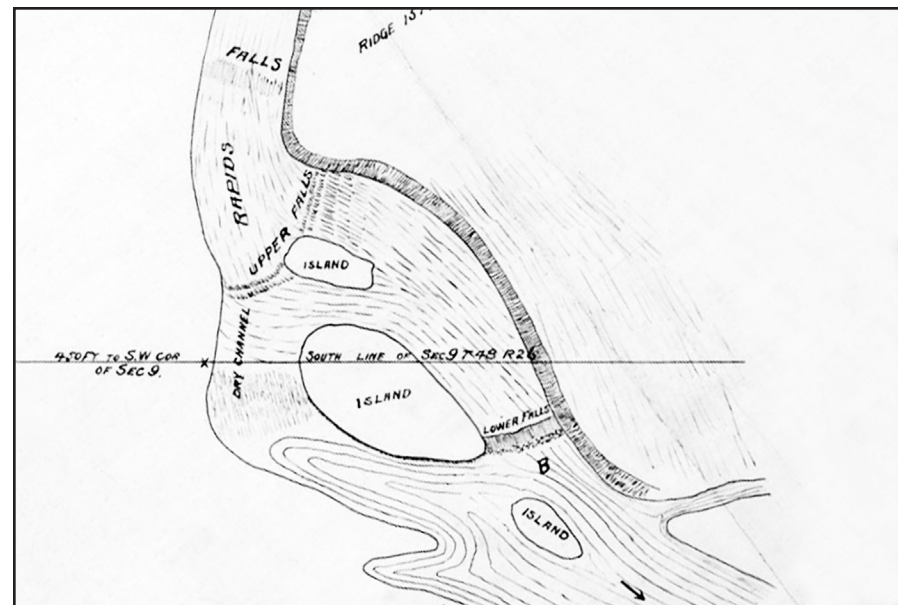
A segment of track originated from the mainline of the LS&I about two miles northwest of New Dalton. Precisely what entity operated on this right-of-way has not been determined, but it may have been the Dalton Lumber Company.

Polk's 1921-22 Gazetteer of Michigan reveals that the Cleveland Cliffs Iron Company (which controlled the LS&I) was operating the sawmill at New Dalton.

The **Dead River Railroad** was an obscure Marquette County rail line which existed from 1890 until the middle of the first decade of the 20<sup>th</sup> century. The Dead River Falls (at the south line of Section 9, Township 48 North, Range 26 West) prohibited logs from being driven on the upper reaches of Dead River. The falls are seen in Figure 13-2, which is part of a collection of maps preserved at the Olson Library of Northern Michigan University. A railroad was built to bypass these falls.



13-1 1908 Location of New Dalton



13-2 The Dead River Falls



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This history of the Dead River Railroad begins with an article appearing in the 6 June 1885 *Northwestern Lumberman*: Thurber & Hawley planned to build a thirteen-mile logging railroad on the Dead River; it would use two locomotives, 60 log cars, and dump into a lake. H. C. Thurber was the mayor of Marquette, while Ravaud K. Hawley of Cleveland, Ohio was president of the Cleveland Saw Mill & Lumber Company. Their rail project was delayed.

The 2 October 1886 issue of Marquette's *The Mining Journal* reports "Matthew Johnson, of Bay City, who has been engaged for some time in laying out the route for the McGraw (Thomas H. McGraw of Bay City) logging road on Dead River, has returned to the city and is now writing up his notes. The road will be narrow-gauge, 10.25 miles in length, extending from the upper falls of Dead River to the slack water at the mouth, and will be built to facilitate lumbering operations on the tract of land purchased last winter from Mayor Thurber by T. H. McGraw & Company. The route selected is by way of Compeau's Creek a good part of the way, and is wholly on the west (north) side of the river. . . . It is probable that the work of construction will be commenced this fall, as parties are known to be figuring on the contracts, while next season lumbering will probably be commenced on the tract and the road will be wanted for use." But construction was delayed once again.

Kenneth D. LaFayette's The Way of the Pine: Forest Industries of Marquette County During the White Pine Era, 1848-1912 provides insight into problems encountered while attempting to build this line: "T. H. McGraw & Company apparently did not approve of the survey and the plans were scrapped. A financial shake-up of the company occurred in January of 1889 and the resulting firm that emerged was the R. K. Hawley & Company, though McGraw retained an interest. The need for the logging railroad remained and that same month the firm hired a new surveyor by the name of G. P. Cummings. Cummings surveyed another line from the Great Falls, only on the south side of the river in late

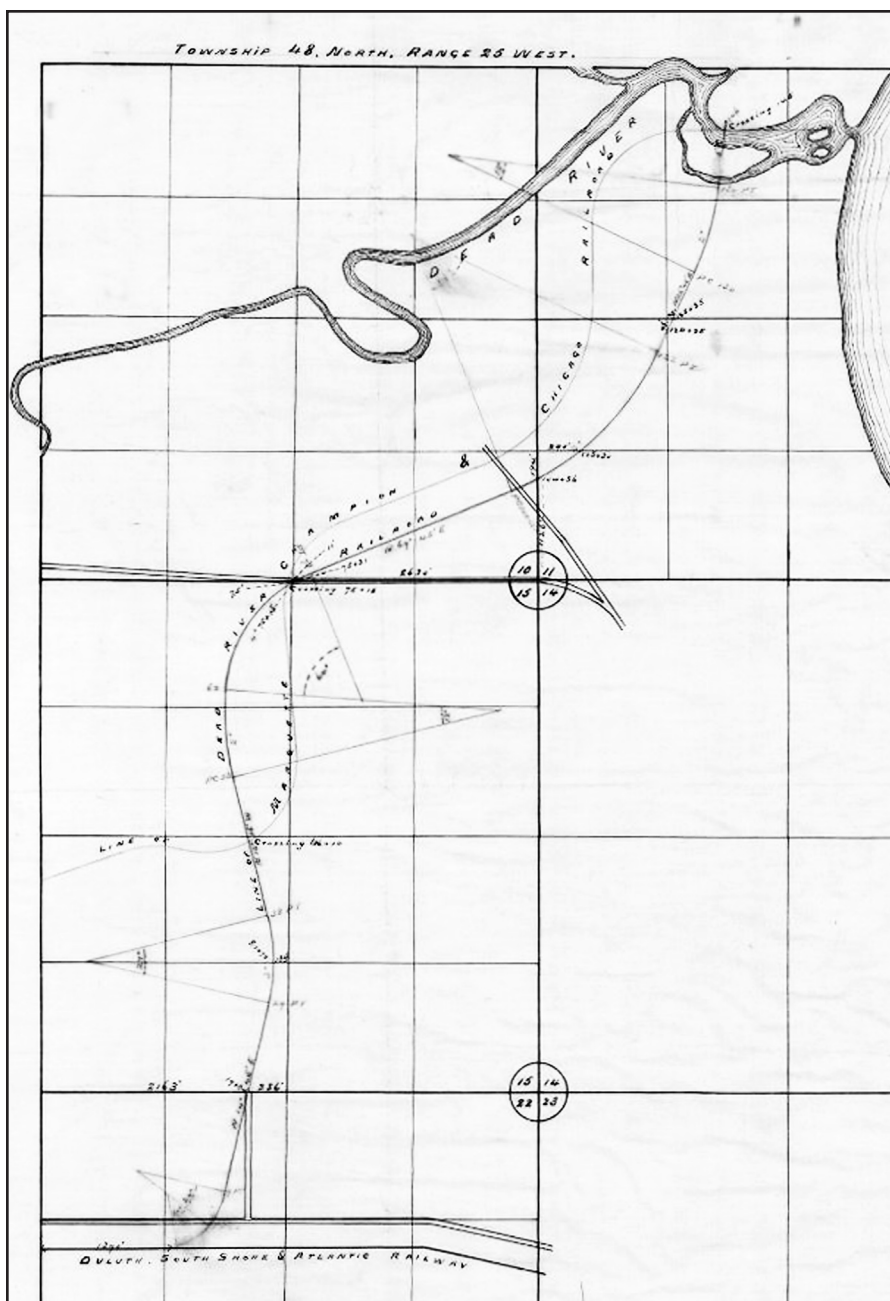
January and February 1889. This was for a standard gauge road in two pieces, a combined seven miles long, that connected with the Duluth, South Shore & Atlantic Railway. Construction on the road started in the spring of 1890 . . .

"It was necessary to build the logging railroad in two sections, the first from the Great Falls to the DSS&A mainline and the second from the bottom of Cole's Hill on West Washington Street in Marquette, running north and crossing Dead River on a 1,600 foot long trestle-bridge about 1,000 feet above the mill. . . . Both extensions of the Dead River railroad were completed in August of 1890."

This description does not convey a crystal-clear picture of just where these segments of the railroad were situated. Fortunately, page 92 of The Duluth, South Shore & Atlantic Railway-A History of Lake Superior District's Pioneer Iron Ore Hauler includes an excellent map of both segments of the logging line. The 1890 report of the Michigan Railroad Commission mentions only that the Dead River Railroad proposed to build a three-mile line "From a point on the Duluth, South Shore & Atlantic Railroad to a point near (the) mouth of Dead River." That right-of-way is seen in Figure 13-3, which is part of the 1890 *Map of the Dead River Railroad-Directors' Certificate*. It is preserved at the Archives of Michigan. Ravaud K. Hawley was one of the named directors. LaFayette's book narrates that this portion of the Dead River Railroad was sold to the Duluth, South Shore & Atlantic Railway (DSS&A) in 1907. The 1893 edition of Poor's Directory of Railway Officials includes "**Dead River RR Co.** - owns 2.98 miles of railroad; sidings, 0.17 mile; gauge, 4 ft. 8 ½ in. Chartered Nov. 11, 1889; road opened August 11, 1890. Operated by the Duluth, South Shore & Atlantic RR Co. under a contract with R. K. Hawley and T. H. McGraw."

Also visible in Figure 13-3 is the surveyed right-of-way of the Marquette, Champion & Chicago Railway, a line which was never built. That being the case, the document

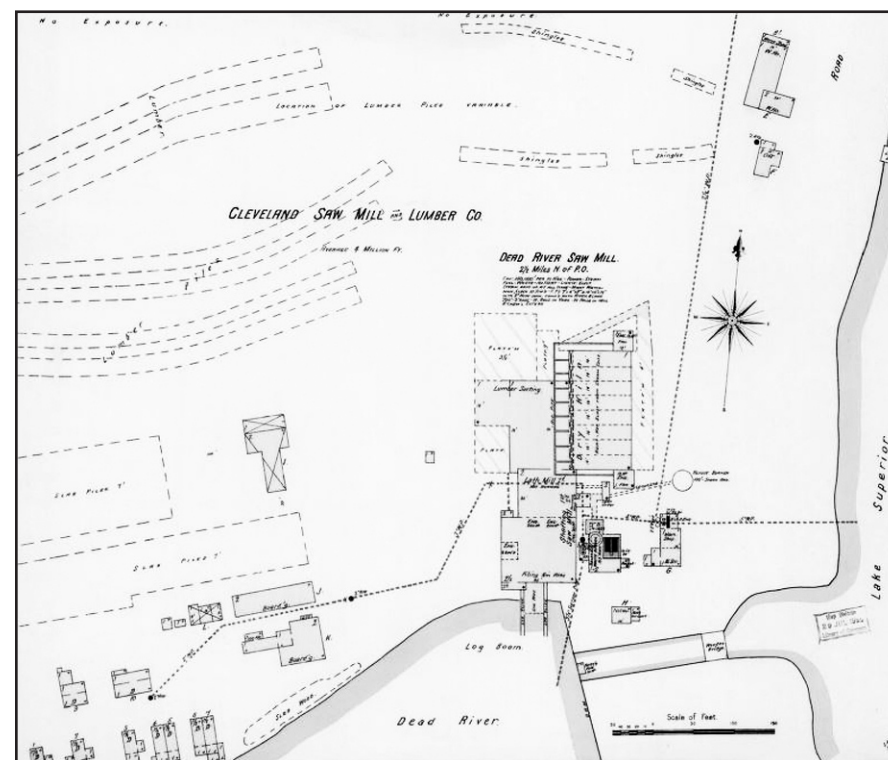




13-3 1890 East Segment of The Dead River Railroad

is compatible with the fact that the right-of-way coming from the Great Falls was not directly connected to the part of the Dead River Railroad displayed in Figure 13-3.

The Dead River Saw Mill received the logs hauled by the Dead River Railroad. The mill, a component of the Cleveland Saw Mill & Lumber Company, is visible in Figure 13-4. The image is part of Sheet 16, from the 1897 Sanborn Fire Insurance Company Map of Marquette. When the LS&I commenced operating in 1896, the mill gained another potential source of timber. The 1900 Michigan Railroad Appraisal Record includes the Dead River Railroad; the mainline was 8.09 miles in total length. The Charlevoix County mill of the South Arm Lumber Company burned about 1901 and the mill on



13-4 1897 Sanborn Map Showing Dead River Mill

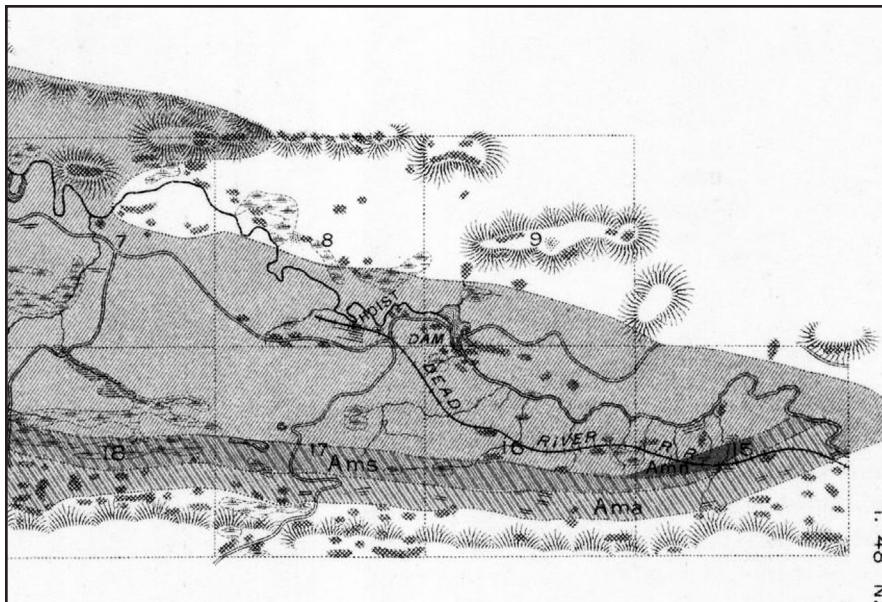
Dead River came under control of the South Arm Lumber Company.

The western terminal of the Dead River Railroad is visible in Figure 13-5. This image is part of the 1910 *Geologic Map of the Dead River Area, Michigan*. Note the proposed dam to be built in the southwest corner of Section 9; this is the area of the Great Falls seen in Figure 13-2. The entire *Geologic Map of the Dead River Area, Michigan* can be viewed online at <http://alabamamaps.ua.edu/>. Figure 13-6 is a portion of another map preserved at the Olson Library under the heading of “Storage Reservoirs on Dead River and Tributary Streams.” The railroad right-of-way seen here is the same one visible in Figure 13-2 and is labelled “Logging Branch of DSS&A Ry.”. This part of the Dead River Railroad joined the mainline of the DSS&A at a place called Bagdad Junction, which was one mile east of the community of Bagdad.

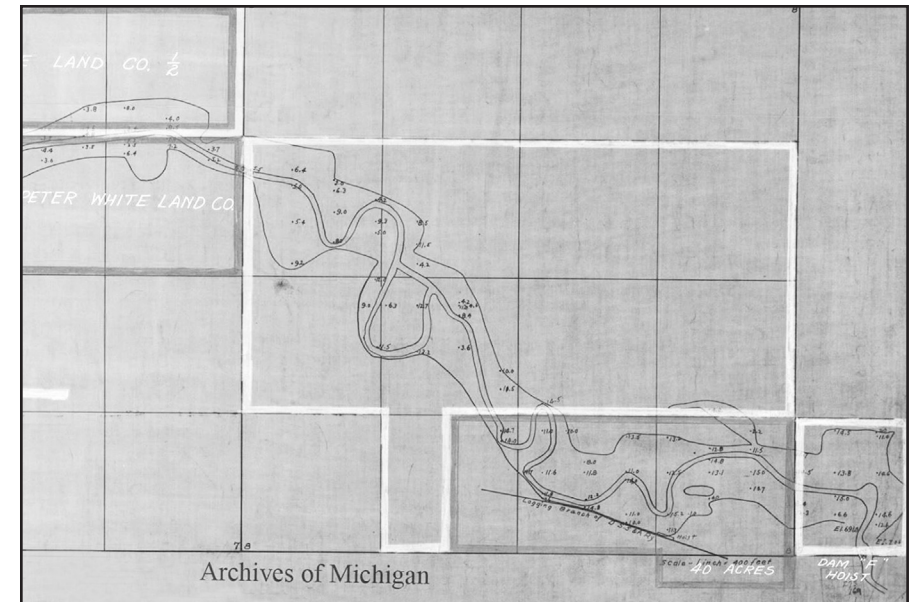
LaFayette’s book describes the hoist used in conjunction with the Dead River Railroad: “When the Dead River mill shut down in early November of 1905, it marked the end of its last season. The South Arm Lumber Company had gone bankrupt.

“The machinery of the saw mill was sold to a Saginaw lumber company in the fall of 1907 . . . By November of 1909 the rails of the upper Dead River railroad leading to the hoist had been removed. A few years prior to this the hoister was dismantled and most of that machinery had been taken out.”

Those statements are at odds with the Michigan Railroad Lines’ description of the Hoist Spur of the LS&I. That publication records that the LS&I Hoist Spur was built in 1903 and removed in 1916. The connection between the grade to the hoist and both the DSS&A and the LS&I can still be discerned on the 1952 aerial photograph presented in Figure 13-7.

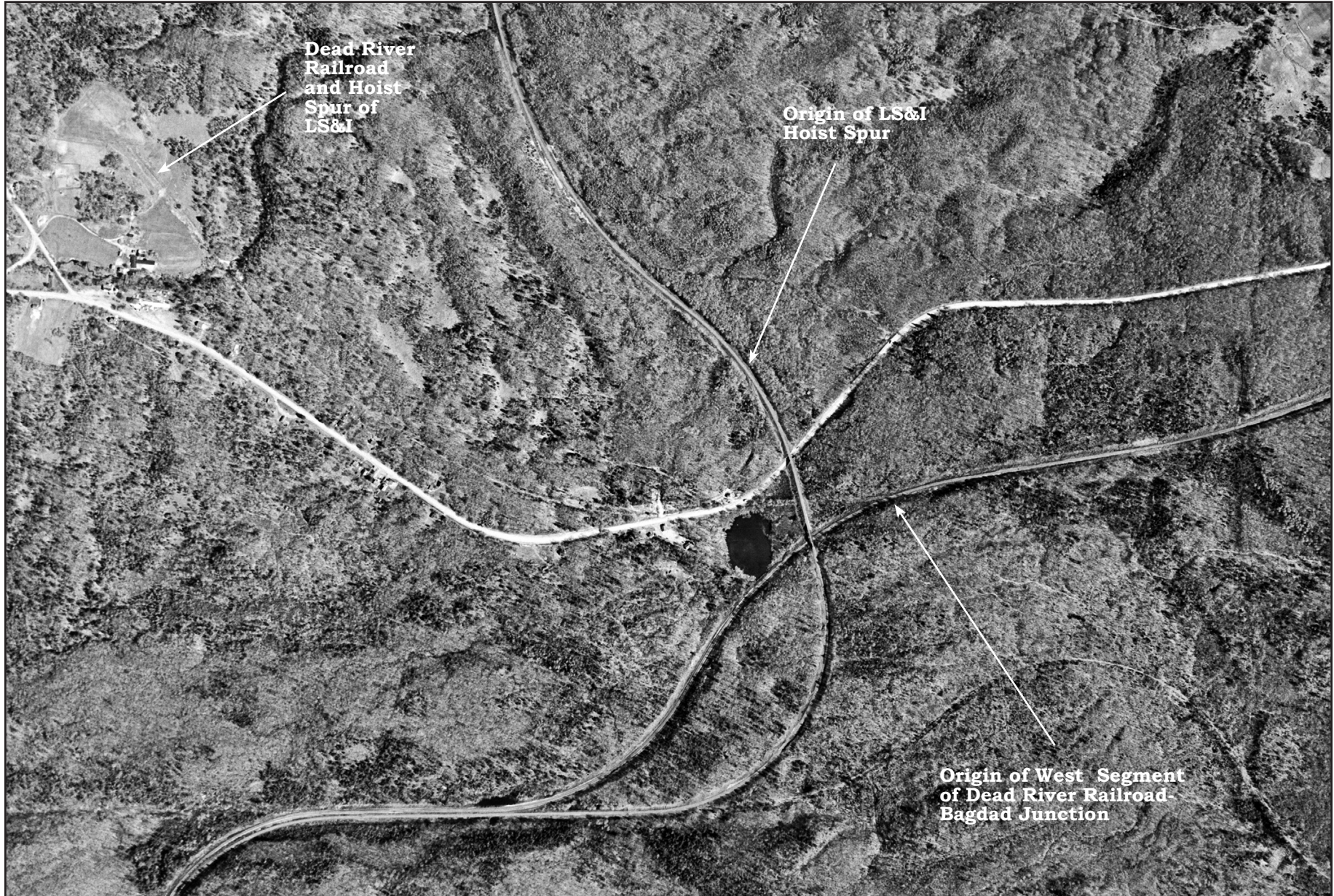


13-5 1910 Proposed Dam on Dead River



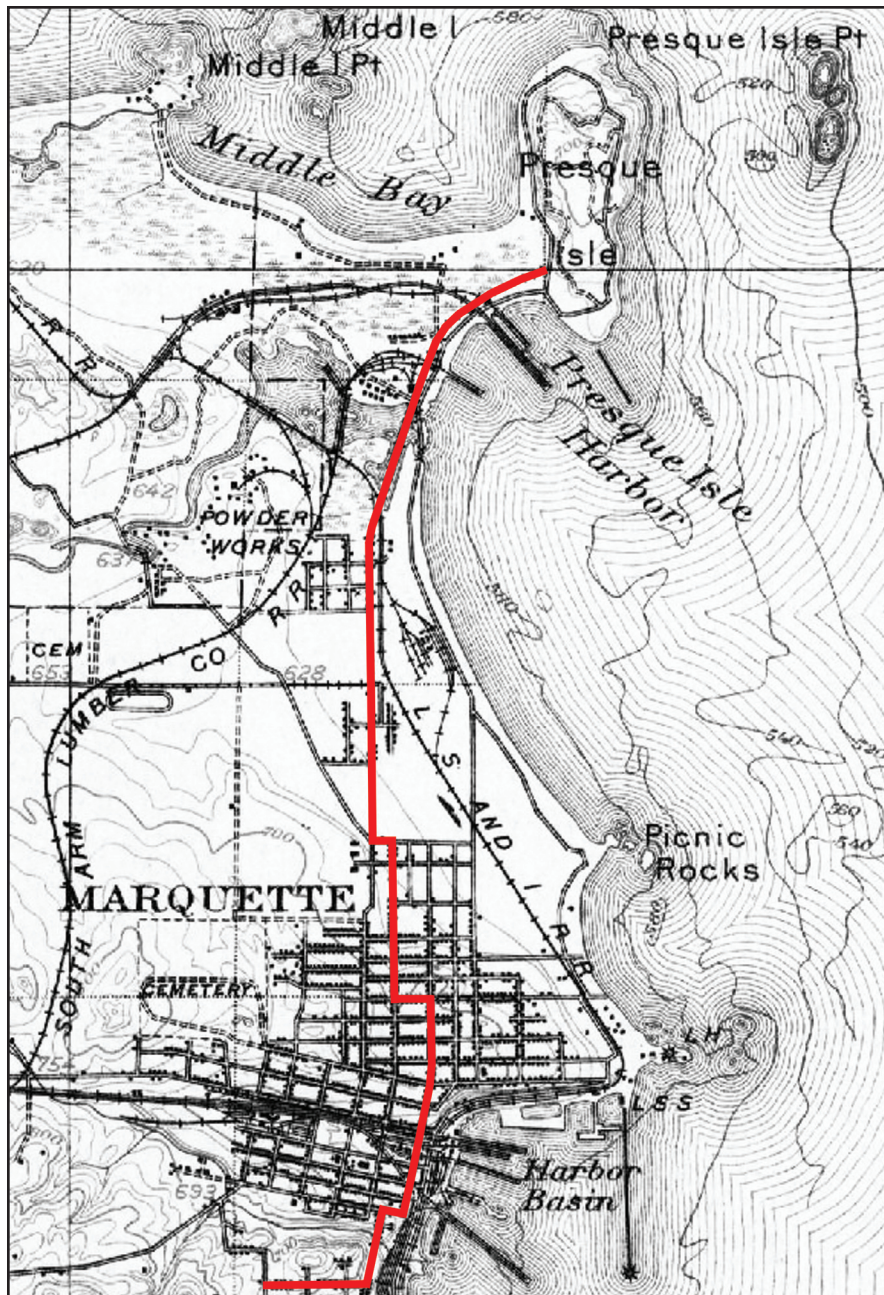
13-6 Dead River RR as “Logging Branch of DSS&A”





13-7 1952 Aerial Photograph Showing Various Grades at Bagdad Junction





13-8 Map of Marquette City Railway

Two electric railway systems existed in Marquette County. One served the area around the city of Marquette; the other, Negaunee and Ishpeming. The Marquette City & Presque Isle Railway began operating in 1891 and was sold to the newly incorporated **Marquette City Railway** in 1921. Figure 13-8 outlines the course of this railway. Operation of the line ended in 1935.

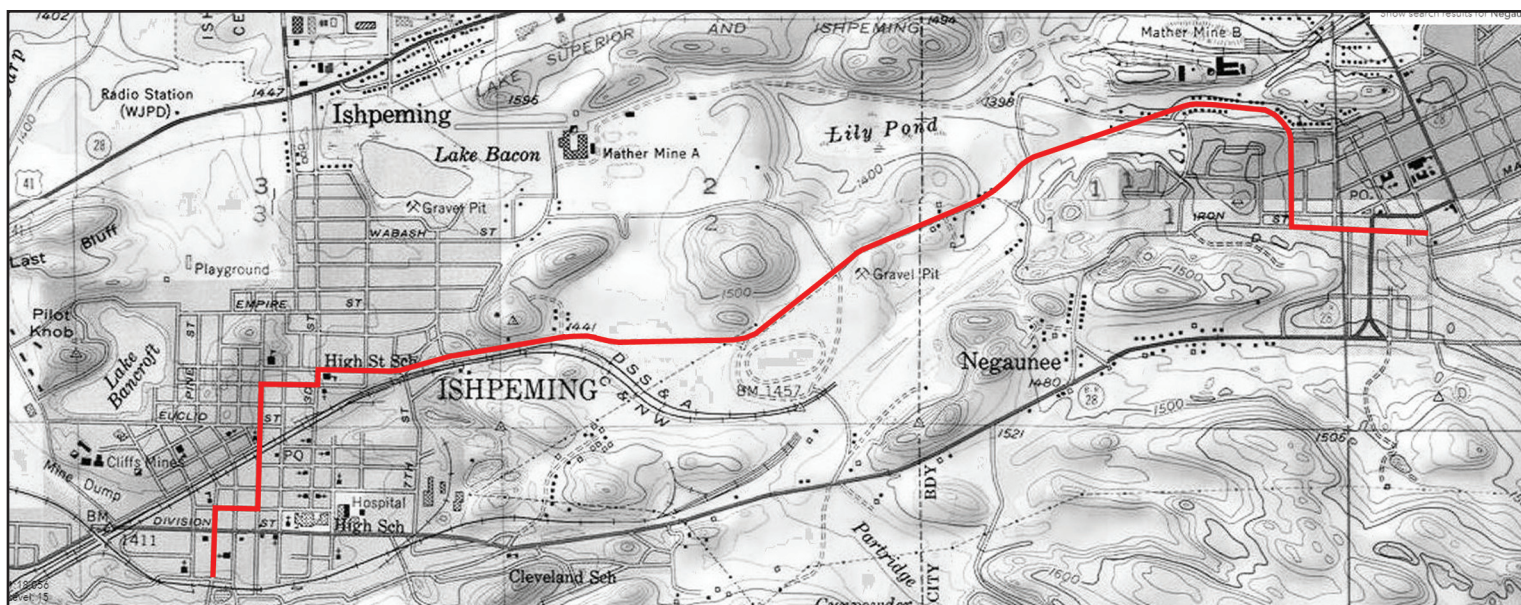
The street railway in Negaunee and Ishpeming appears in Figure 13-9. The Negaunee & Ishpeming Street Railway was incorporated in 1891. In 1892, it became part of the Negaunee & Ishpeming Street Railway & Electric Company. Service began in 1893, and in 1894, the line was merged into the Marquette County Gas Light & Traction Company.

The Marquette County Gas & Electric Company was incorporated in 1906 and became the owner of Marquette County Gas Light & Traction Company at that time. The Marquette County Gas & Electric Company was sold in 1917 to the **Marquette County Electric Railway** (headquartered at Ishpeming), which ceased operating in 1927.

The Brunswick-Balke-Collender Company of Chicago established a lumbering operation at Big Bay in 1908 and incorporated it in 1909. Called the **Lake Independence Lumber Company**, the business was reincorporated under the same name in 1922, with Jay B. Deutsch as president. The company's sawmill was at Big Bay.

American Lumberman's 1912 Register of Sawmill Equipment notes that the lumber company used a three-mile logging railroad. It was standard gauge. Southern Lumberman's 1917 Directory reports a 35-mile logging road; the length was the same when the 1924 Directory was published. Moody's 1924 Analysis of Investments mentions the total length of mainline and branches as 40 miles. In addition to the railroad originating at Big Bay, another line came off the Big Bay Branch of the LS&I approximately two miles south of Big Bay, at Rickert's.





13-9 Map of The Marquette County Electric Railway

Figure 13-10 is an image of the company's engine #1. The Lake Independence Lumber Company was dissolved in 1935, but that name reemerged in 1936 when the name of the Brunswick-Ewen Lumber Company (located in Ontonagon County-see page 166) was changed to the Brunswick Lumber Company and then, within one month, to the Lake Independence Lumber Company.

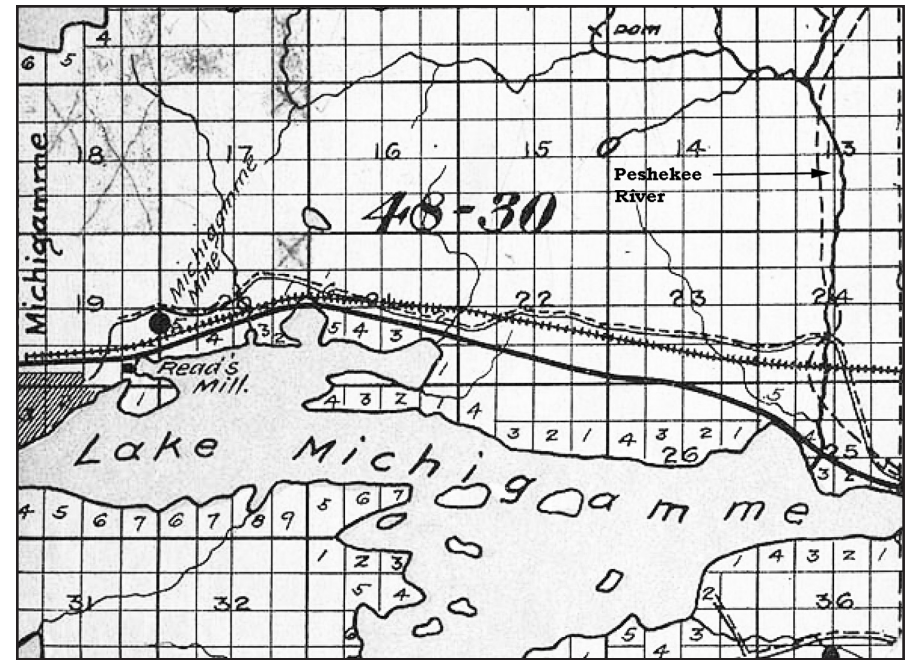
The **Morgan Iron Company** operated charcoal-fired furnaces at Champion (built in 1867) and at Morgan (built in 1863). Morgan, located in the northeast quarter of Section 35, Township 48 North, Range 26 West, was the terminus for a tram railway used to supply the furnace with charcoal. That fuel was produced at 24 kilns situated to the northwest, on Dead River. The route of the tram appears in Figure 1-5 on page 7; this image comes from T. B. Brooks' 1873 *Map of the Central Upper Peninsula, Michigan*.

The **Northern Lumber Company** was incorporated in Marquette County's Powell Township in 1905. American Lumberman's 1906 *Industrial Statistics: List of Steam Logging Roads* reports that the Northern Lumber Company had ten miles of logging railroad under construction. It was a standard-gauge line located at Birch. American Lumberman's 1912 *Register of Sawmill Equipment* mentions that a nine-mile line was in operation. It used a Shay locomotive that was sold later to the Lake Independence Lumber Company.

**F. W. Read & Company** was founded by Frederick W. Read. The business had a large lumber yard along the Duluth, South Shore & Atlantic Railway in Marquette and two other mills. One was at Eagle Mills; the other was constructed at Michigamme in 1880. A single reference has been found which suggests that the company had a railroad. American Lumberman's 1906



13-10 Lake Independence Lumber Company Engine #1



13-11 1903 Read's Mill at Michigamme

Industrial Statistics: List of Steam Logging Roads lists a logging line in Marquette County. No other information was included.

Read's Mill at Michigamme is visible in Figure 13-11, which comes from Darette and Johnson's 1903 *Map of Marquette County, Michigan*. The website *Call It Up North* reports that the company had its last log drive on the Peshekee River in 1906, after which the mill at Michigamme was removed. Although the long-abandoned

right-of-way of the Iron Range & Huron Bay Railroad runs along the Peshekee River, I found no evidence to suggest that Read's company ever reused it to transport logs to Michigamme.

No records have been found suggesting where this railroad existed. It did not appear in the 1900 Michigan Railroad Appraisal. Frederick W. Read died 9 May 1907; no further mention of a logging railroad associated with this man was found.





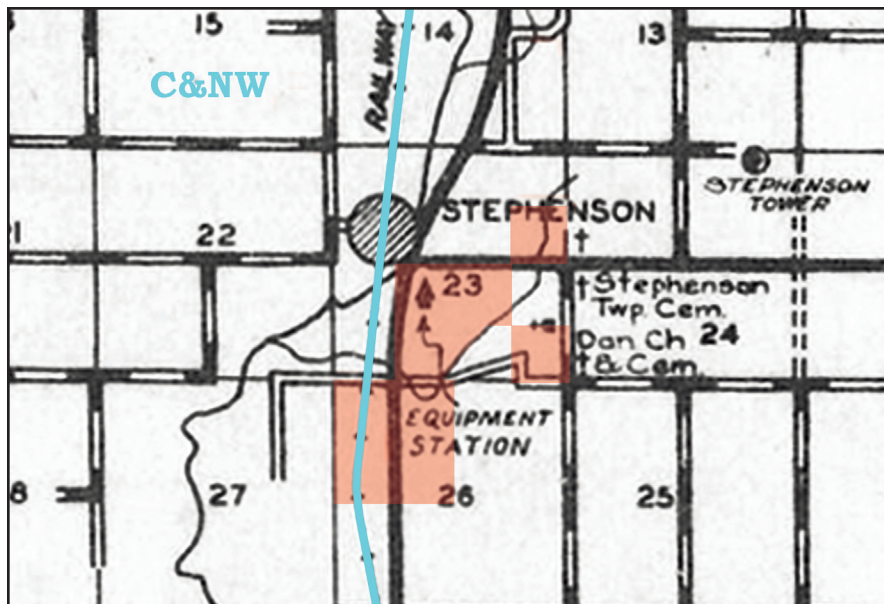


# Chapter 14

## Menominee County

Harlan P. Bird and Lyman J. Holcomb were principal owners of the firm **Bird & Holcomb**. The 16 February 1878 *Northwestern Lumberman* reports that the partners used a tram railway at Stephenson. It may have been a pole road, for the 6 April 1878 issue of the same journal mentions that the log cars used 3.5-inch diameter, concave wheels made from wood. A horse was the source of power for the tram.

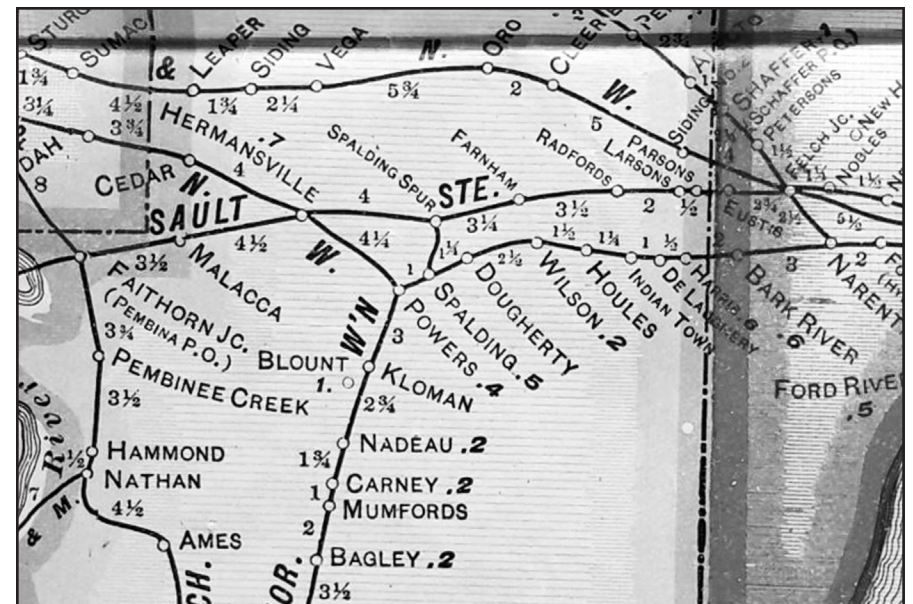
Bird lived at Stephenson and managed a mill producing lumber, shingles, and cedar posts. Holcomb was a non-resident partner. No map of the line has been found. Figure 14-1 highlights the property owned by the business. It seems likely that timber was also cut from neighboring properties owned by farmers.



14-1 Bird & Holcomb Timberland

**Charles H. Blount** was born in Wisconsin in October 1854. He described himself as a “Manufacturer” in the 1900 federal census, when his postal address was at Nadeau, Michigan. However, Michigan Place Names reveals that he became the first postmaster at the community of Blount in 1900. Figure 14-2 is part of Cram’s 1904 *Michigan*. Blount, Michigan was located about 0.75 mile southwest of Kloman. American Lumberman’s 1906 Industrial Statistics: Steam Logging Roads mentions only that Charles H. Blount operated a logging railroad. The size and location of the line could not be determined.

In the 1910 census, Blount is categorized as a merchant, in a store. By 1920, he had moved to Houston, Texas, where he was employed as salesman at a haberdashery.



14-2 1904 Location of Blount, Kloman, and Nadeau







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**Samuel Crawford & Sons** was a business comprised of Samuel Crawford, the father, and his sons, E. David, H. Earl, and W. Howard Crawford. They bought the Cedar River mill and timberland of Jesse Spalding after Spalding had removed the pine from those holdings; the new owners planned to harvest hardwoods from the properties. The Crawfords all lived at Cedar River in 1900. Because hardwoods do not float, the Cedar River could not be used to move timber to the mill. A railroad was necessary to process the hemlock present on their property. The 15 October 1898 *Northwestern Lumberman* reports that the company was building such a line.

During the first year, six miles of track was completed. Initially, it was thought that the line would make a junction with the Chicago & North Western Railway (C&NW) somewhere near Powers, as per a survey commissioned years earlier by Spalding. By late in 1898, the proposed junction point was changed to the area near Carney. But that link was not made, either. The line never reached an interchange point with the C&NW.

H. Earl Crawford owned the mill in 1910; it burned in 1912 and was rebuilt. It burned again in 1920 and was not replaced.

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The **Hermansville & Western Railway** (H&W) was a subsidiary of the Wisconsin Land & Lumber Company (which was controlled by Charles Julius Ludwig Meyer), which also owned (after 1909) the Blaney & Southern Railroad. The H&W headquarters at Hermansville was named for Meyer's son, Herman. The logging line was incorporated as a 42-inch gauge line in 1881. Initially, it was a tram railway using wooden rails. By September 1881, the line had been staked out as far as the western edge of Section 6, Township 38 North, Range 27 West.

The H&W was widened to standard-gauge and re-laid with steel rails in 1883. Logging along the original mainline

was completed in 1908. The line had a good relationship with the Chicago, Milwaukee, St. Paul & Pacific Railway (CMSP&P); subsequently, another segment of the H&W was built three miles from Hermansville. It originated at Milepost 308 of the CMSP&P and was called Spur 308. An arrangement allowed H&W trains to operate over the three miles between the spur and Hermansville. Logging on Spur 308 continued until 1925.

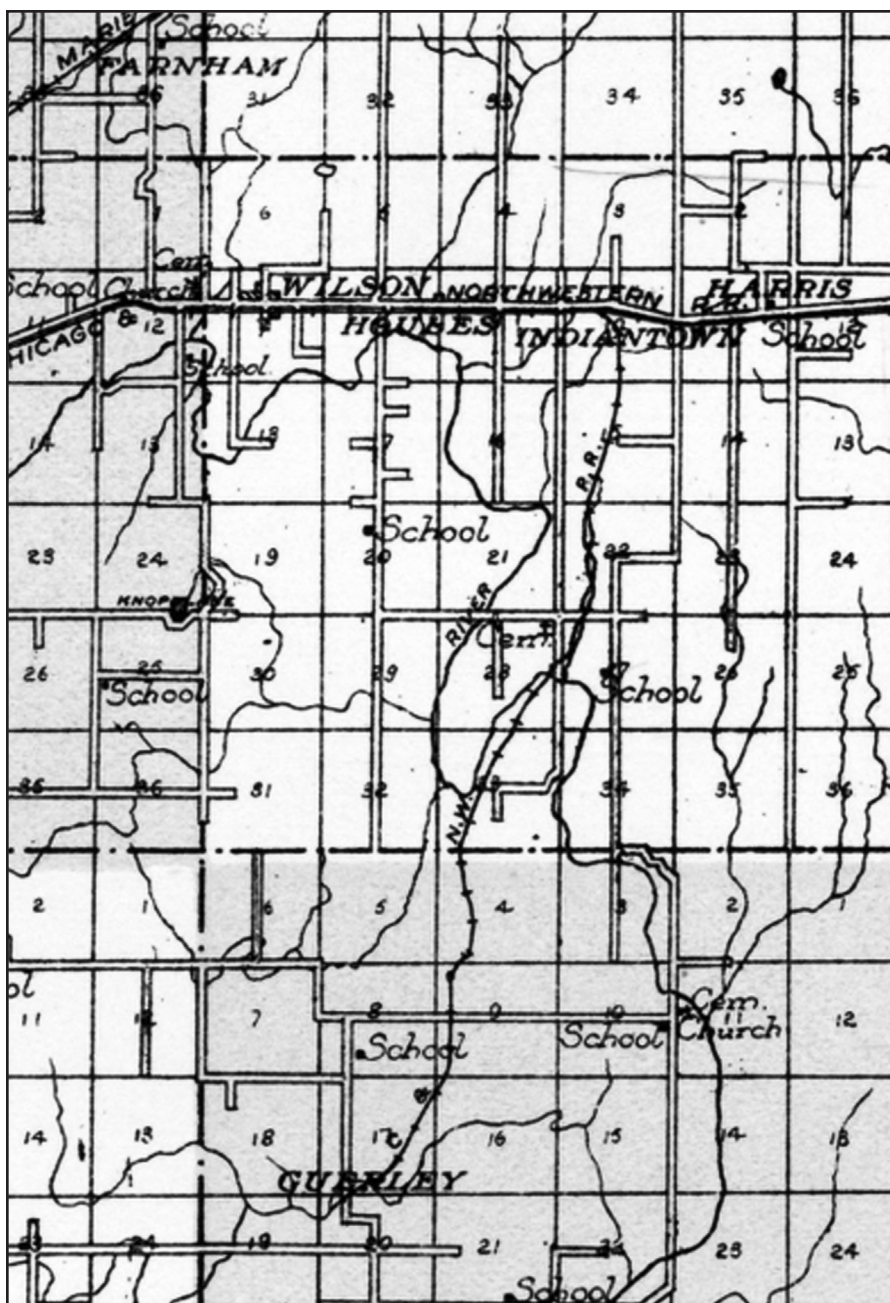
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In 1903, the Mashek Chemical & Iron Company was incorporated at Wells, immediately north of Escanaba. George M. Mashek was president and Daniel Wells was secretary of the business. A subsidiary, the Mashek Lumber Company, was incorporated in 1906 to provide logs by rail for the company. American Lumberman's 1906 Industrial Statistics reports that the lumber company's **Indiantown & Southern Railroad** was in operation; it was eight miles long. American Lumberman's 1910 Register of Sawmill & Planing Mill Auxiliary Equipment continues to note an eight-mile, standard-gauge logging railroad. Likewise, the length was eight miles in American Lumberman's 1915 Register of Sawmill Equipment.

A map of the line appears in the 1912 Standard Atlas of Menominee County, seen in Figure 14-3. Indiantown, on the C&NW, was the origin of the railroad. On this map, the line is represented as a C&NW branch. Logs were sent to Wells over that common carrier railroad. Indiantown can be found on the Menominee-North map at the beginning of this chapter, in Section 10, Township 38 North, Range 25 West. The logging line lay near Mashek Creek in Section 33 of the same township and range.

A historical article in the 11 November 1949 *Escanaba Daily Press* reports that "The Escanaba Woodenware purchased and logged considerable maple that was hauled out over the Indiantown and Southern Railroad." The Mashek Lumber Company went out of business in 1919.

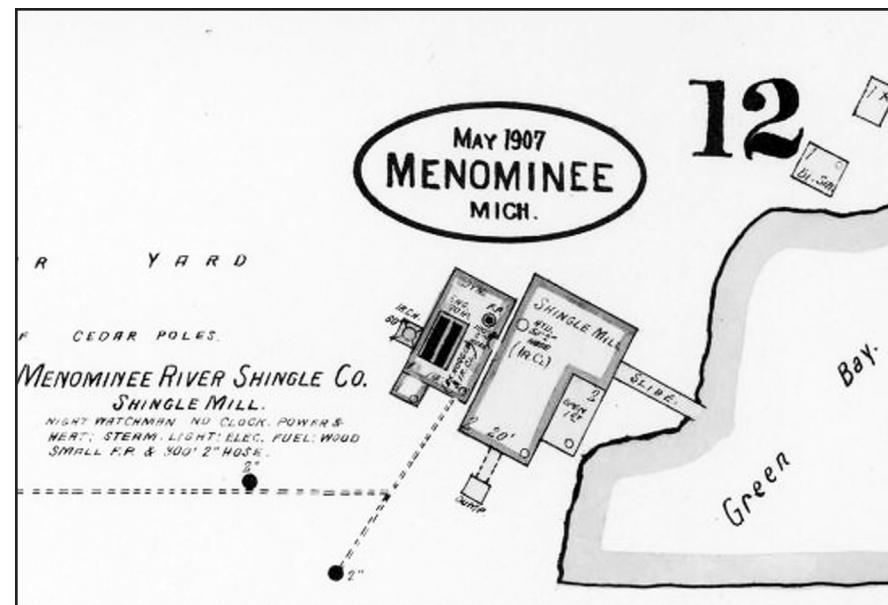




14-3 1912 Indiantown & Southern Railroad

The **Menominee & St. Paul Railway** was incorporated by the Ann Arbor Railroad in 1899. Originally, it proposed to build a ten-mile line from the waterfront at Menominee to the border of Wisconsin. The actual operating line was just 0.646-mile long and connected with the Chicago & North Western Railway, which acted as the operating agent for the Ann Arbor Railroad at Menominee, after 1909. Operation of the right-of-way ceased in 1958.

American Lumberman's 1906 Industrial Statistics: Steam Logging Railroads reports that the **Menominee River Shingle Company** used a logging railroad. No other reference to such a railroad could be found. This company was incorporated in 1889 with headquarters at Menominee. Figure 14-4 comes from the 1907 Sanborn Fire Insurance Company map of Menominee. The mill was sited on the north side of the city, on Green Bay.



14-4 1907 Sanborn Map of Menominee



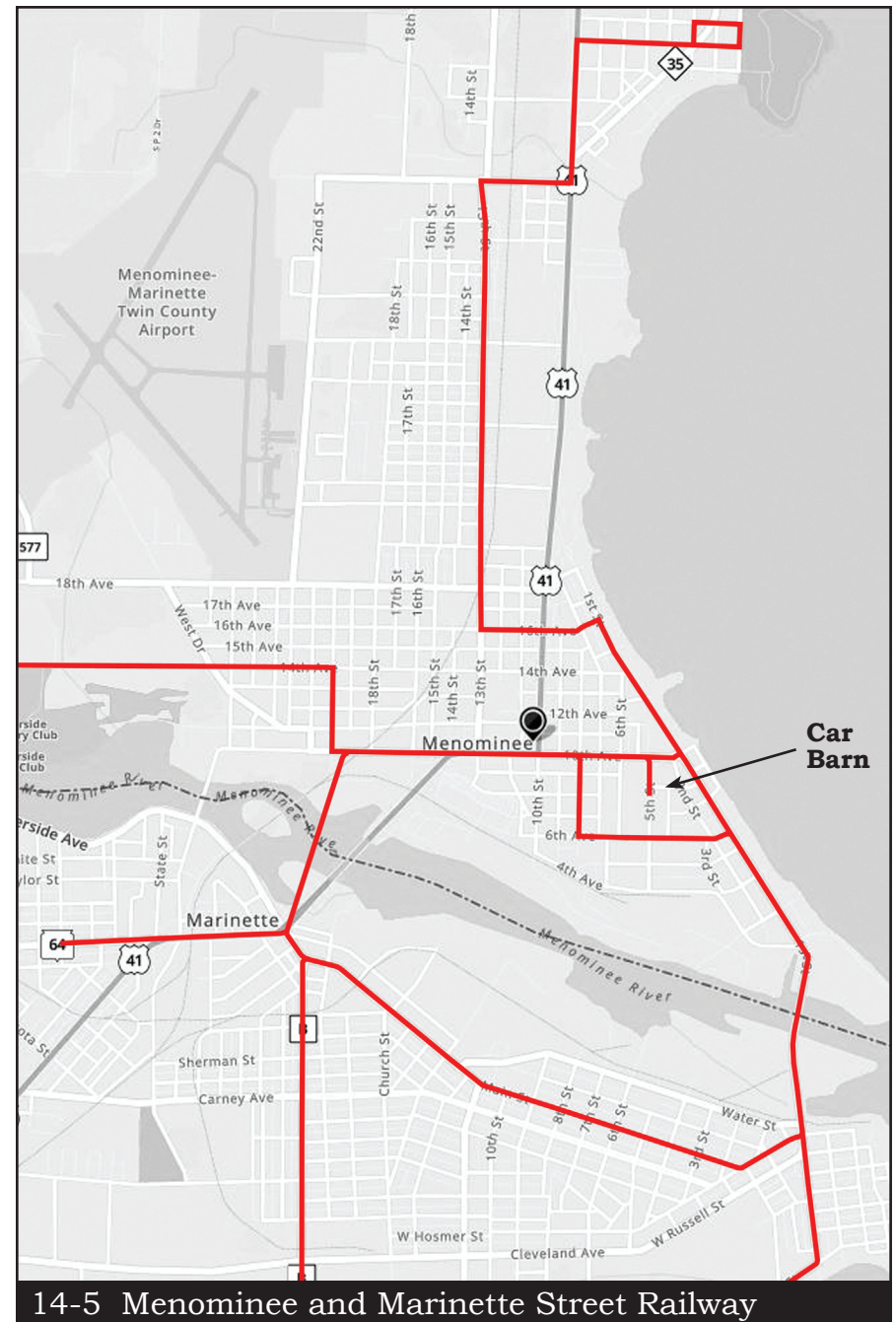
A History of Northern Michigan and Its People narrates that the company was formed by Thomas H. Smith and Denis F. Daley; it manufactured cedar railroad ties and shingles. Although some logs may have arrived at the mill by rail, it must have received much of its cedar logs via the Menominee River. Thus, the source of logs transported on a railroad may well have been in Wisconsin.

The street railway system that eventually served both Menominee, Michigan and Marinette, Wisconsin began with the incorporation of the Menominee Electric Railway and Power Company in 1891. This entity merged with an electric power company in 1892 to form the Menominee Electric Light Railway and Power Company.

Subsequently this Menominee street railway was consolidated with the Marinette Gas Electric Light & Street Railway in 1903. The resulting transportation company was incorporated as the **Menominee & Marinette Light and Traction Company**. Most of the company's right-of-way is visible in Figure 14-5. The street railway halted operations in 1928.

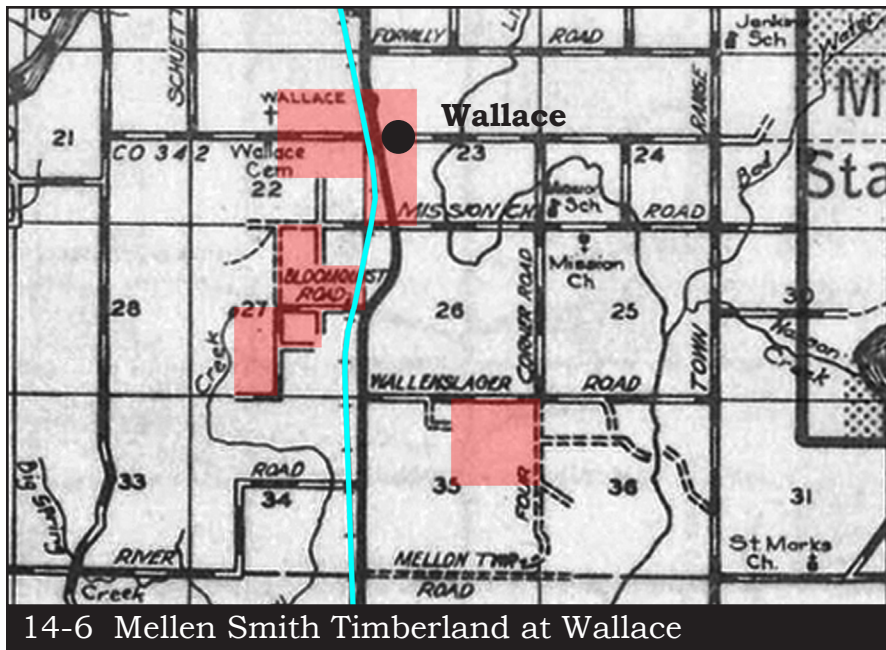
**Mellen Smith** was born in Maine in 1829. By 1870, he lived in Menominee and in 1877, he became a settler in what later became Mellen Township. The township was named after that pioneer. There, he purchased the timberland visible in Figure 14-6. His sawmill was served by a siding of the C&NW. It was named "Wallace Siding" after the railroad agent assigned there. Later, the community that sprang up around the mill was called Wallace, Michigan; Mellen Smith was the first postmaster there.

The 16 February 1878 *Lumberman's Gazette* reports that Smith was building a tram railway from his timberland to the mill. The area where it existed has been farmed extensively and modern aerial photography does not demonstrate exactly where it was.



14-5 Menominee and Marinette Street Railway





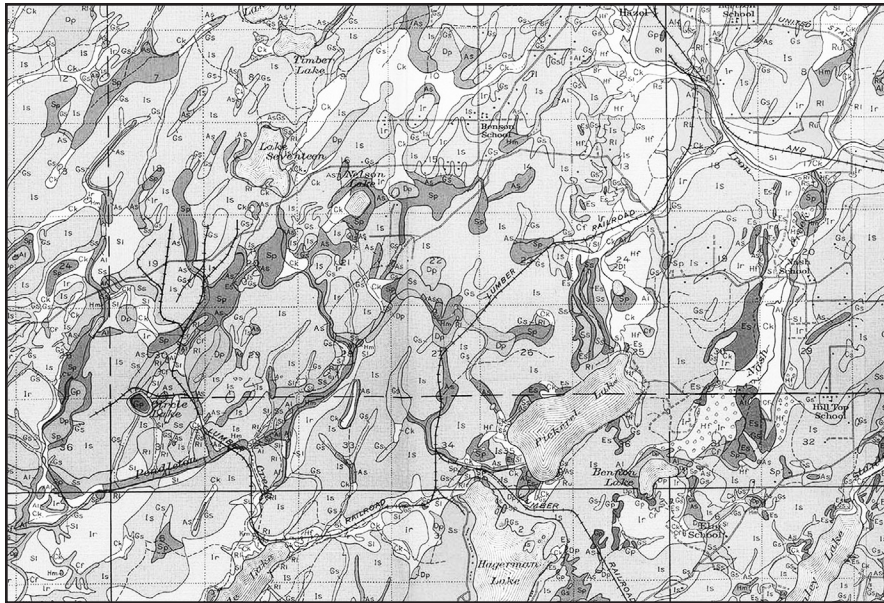
White Pine Junction was located along the White Pine Branch of the CMSP&P in Section 15, Township 50 North, 41 West. Track originating there served the Thompson-Wells Lumber Company exclusively. Bowl's Spur was also part of the CMSP&P, which it joined in Section 34, Township 52 North, Range 40 West. That spur later became Miner's Spur when the Menasha Wooden Ware Company logged there. How much of Bowl's Spur was used by the Thompson-Wells Lumber Company could not be ascertained.

John Walter Wells of Menominee, Michigan was a businessman who was heavily involved in the lumber industry. He founded the **J. W. Wells Lumber Company** of Menominee and in 1898, he purchased an interest in the I. Stephenson Company of Wells, Michigan. He was also involved in construction of the Escanaba & Lake Superior Railway.

The J. W. Wells Lumber Company had a large railroad logging operation which originated from the C&NW at Beechwood, in Iron County's River Township. In 1920, the lumber company bought a used standard-gauge Shay locomotive from the Escanaba & Lake Superior Railroad. It seems likely that it was used at Beechwood. Figure 14-7 comes from the 1930 *Iron County Soils Survey* map and shows most of this right-of-way. The grade led farther south and crossed the Brule River into Forest County, Wisconsin.

The J. W. Wells Lumber Company also logged from Britton Spur, in Houghton County. Volume 81 of Reports of the Interstate Commerce Commission (1923) mentions "The J. W. Wells Lumber Company also has logging spurs, one known as Britton spur, which connects with the defendant's (CMSP&P) line near Mass, Mich., and another known as La Cort spur, which connects with the defendant's line near Sagola, Mich." La Cort Spur has not been located but is known to have been between Granite Bluff and Sagola. It may have been named for James A. La Court, a log-scaler who lived in Sagola in 1920.

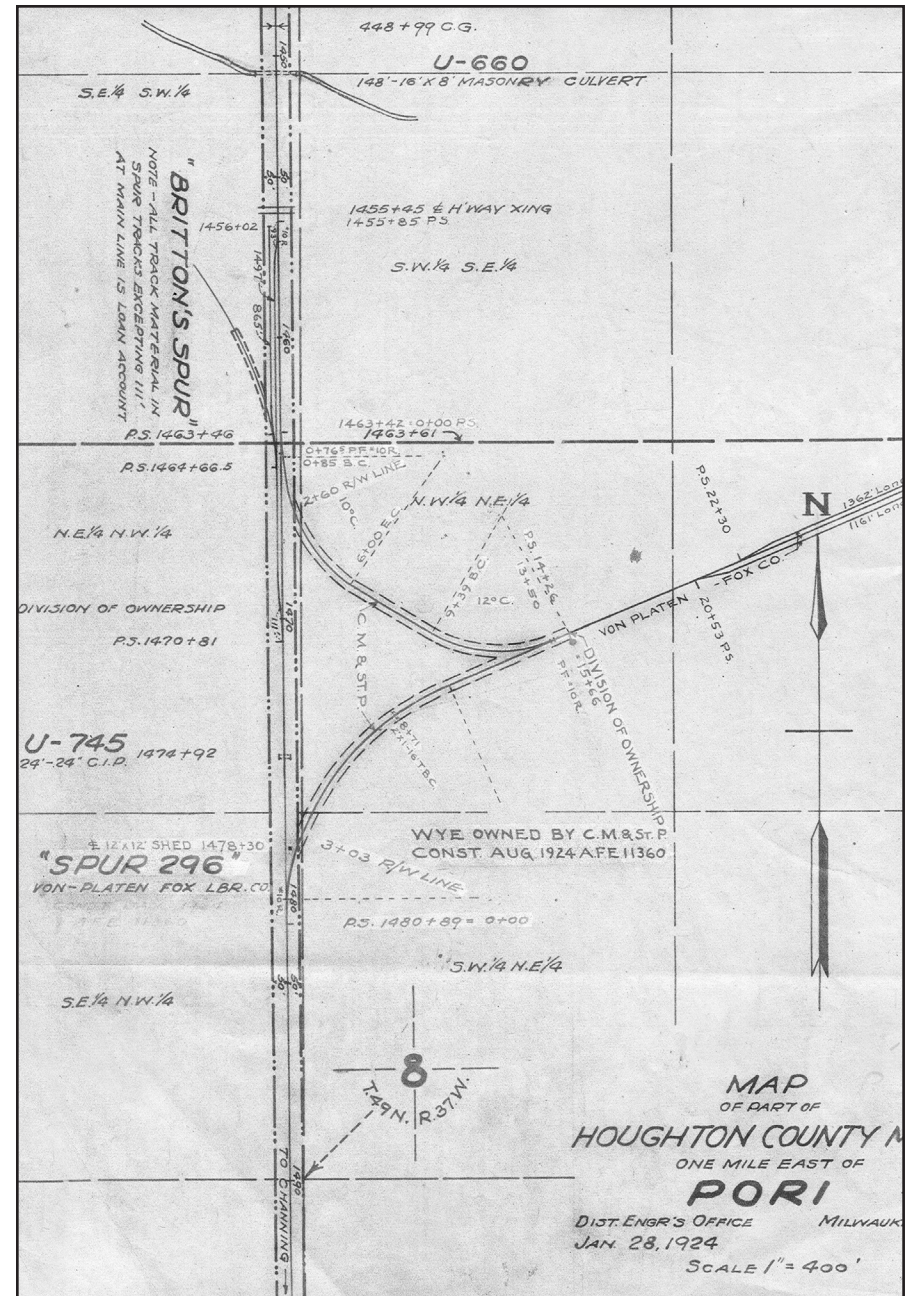




14-7 1930 J. W. Wells Lumber Company Railroad

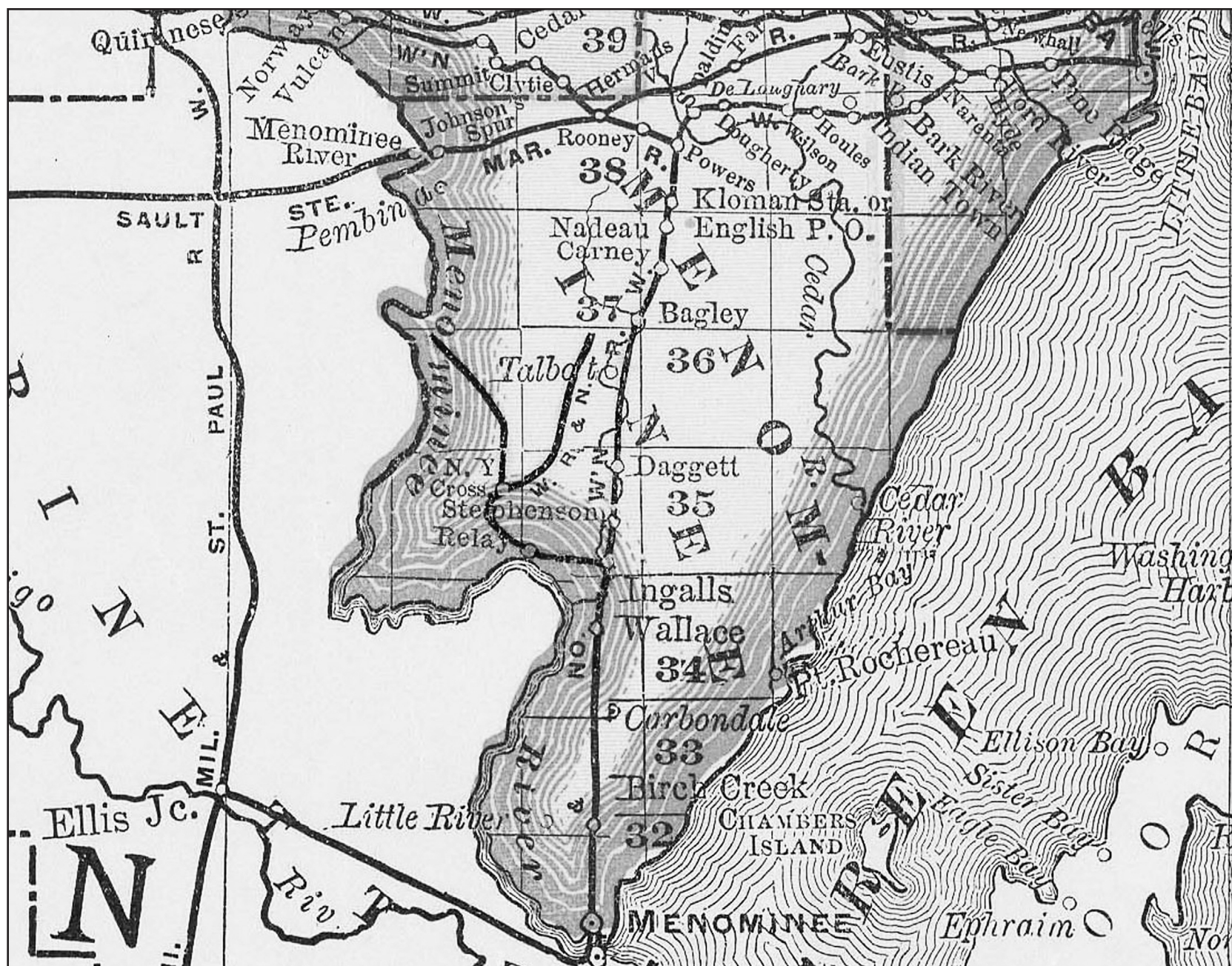
Britton Spur is visible in Figure 14-8. Most of that operation was to the west, in Ontonagon County. Britton Spur had previously (sometime after 1914) been the origin of the Porterfield & Ellis logging railroad. Which grades were operated by each of these two companies could not be determined.

Logs on the Menominee: The History of the Menominee River Boom Company reports that John Bagley's first experience with railroad logging occurred in 1877. He constructed a narrow-gauge line leading north from Koss, into Holmes Township. It used split cedar rails and was powered with mules. Less than a decade later, parts of this railroad were incorporated into the **Ingalls, White Rapids & Northern Railway** (IWR&NRW). Shortly before that time, Bagley became interested in building a railroad in Houghton County which supplied mining timbers to the Calumet & Hecla Company.



14-8 1924 Britton Spur and Spur 296





14-9 1889 Ingalls, White Rapids & Northern Railway

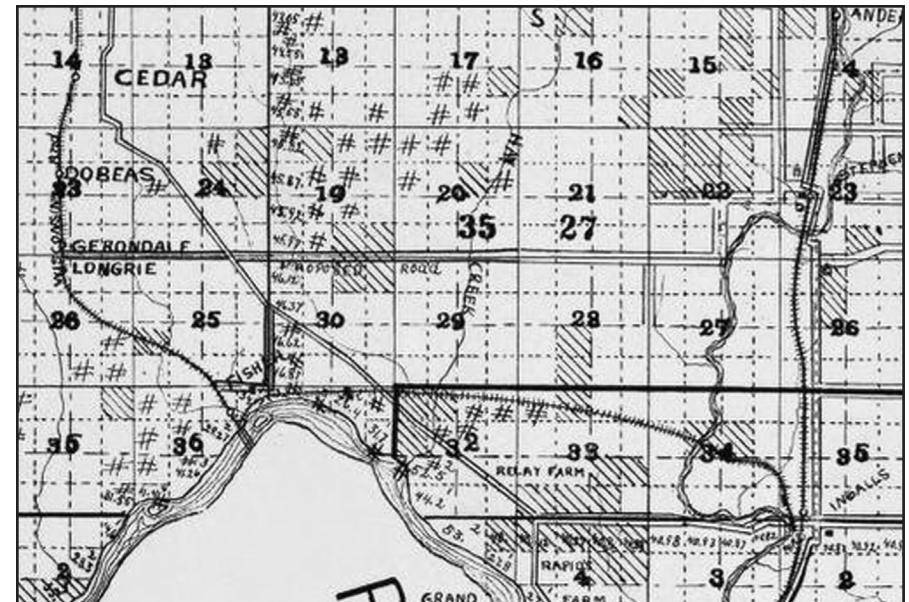


The IWR&NRW was a predecessor of the **Wisconsin & Michigan Railway** (W&M). The IWR&NRW was incorporated 17 September 1886 as a 36-inch gauge line. Bagley was the principal owner. The line originated on the C&NW at Ingalls, in Section 35, Township 35 North, Range 27 West of Menominee County. It terminated north and slightly west of there, in Section 35, Township 37 North, Range 28 West. The carrier was reorganized because of foreclosure on 18 September 1889; it became the Ingalls, White Rapids & Northern Railroad (IWR&NRR). Figure 14-9 is part of the *1889 Map of Northern Michigan*; by then, two branch lines were in operation north of the village of Cross. The IWR&NRR was sold 17 December 1894 to the standard-gauge W&M, which had been incorporated in Wisconsin 17 October 1893.

The W&M was headquartered at Menominee. Its initial plan was to build a 25-mile line in Wisconsin, between Marinette and a point on the Menominee River. *Michigan Railroads & Railroad Companies* reports that the W&M bought the Menominee & Northern Railroad 3 August 1894. The W&M began operating 1 January 1895 between Koss (called Fisher in 1895) in Lake Township, and Faithorn Junction (named for John H. Faithorn of Chicago) on the Minneapolis, St. Paul & Sault Ste. Marie Railway (MSP&SSM). Figure 14-10, from Hass and Blom's 1898 *Map of Menominee County Mich.* shows some of this territory. To facilitate construction of the W&M, the right-of-way between Ingalls and Fisher was widened to standard gauge. That track was abandoned later, about 1902.

Meanwhile, the Wisconsin, Michigan & Northern Railway (WM&N) had been incorporated 12 November 1898. It built a line between Faithorn Junction and Quinnesec, in Dickinson County. The W&M bought the WM&N 3 July 1902.

The Quinnesec & Western Railway (Q&W), incorporated 6 April 1905, constructed two segments of railroad. One, in Menominee County, led west from Emery (about  $\frac{3}{4}$  mile south of Nathan, on the W&M, in Section 25,

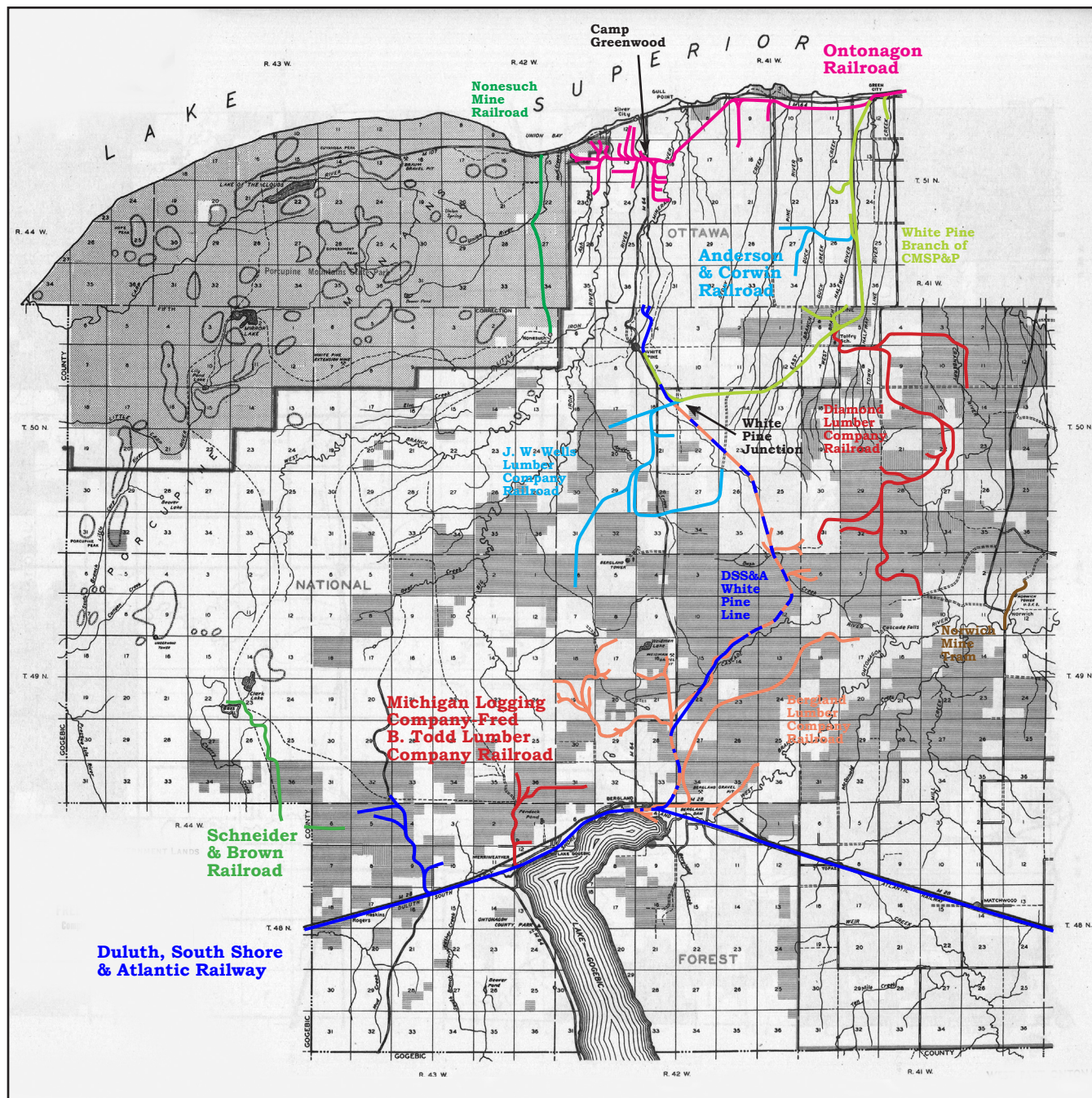


14-10 1898 Wisconsin & Michigan Railway

Township 37 North, Range 28 West) and terminated on the Menominee River. The other was in Dickinson County, between Quinnesec and Iron Mountain. Because the Q&W was sold to the W&M 14 June 1905, it probably was organized as a construction railroad for the W&M.

The W&M was bankrupt in 1918; it was reincorporated 26 March 1918 as the Wisconsin & Michigan Railroad. Utilizing trackage rights over the CMSP&P between Bagley Junction (in Marinette County, Wisconsin) and the Menominee-Marinette area, the railroad served for several years as a bridge line between the Ann Arbor Railroad ferry terminal at Menominee and the MSP&SSM at Faithorn Junction. The W&M did not survive The Great Depression; operation of the line ended 1 July 1938.





West Part of Ontonagon County

# Chapter 15

## Ontonagon County

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The **Adventure Mine** was in Section 35, Township 51 North, Range 38 West, between Greenland and Mass City. It began producing copper in 1850 and operated off and on until permanently closed in 1920. Michigan Railroads & Railroad Companies reports that a tram railway was used at the mine starting about 1855. It transported ore from the mine to a stamp mill.

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An 11 October 1923 letter by C. U. Smith, a Chicago, Milwaukee, St. Paul & Pacific Railway (CMSP&P) District Engineer, outlines projected logging business on the railroad's White Pine Branch during the upcoming year. It reads: "The logging business will be heavy this winter. **Thompson-Wells** are constructing a new Logging Road on the White Pine Line, and we are constructing a wye and two interchange tracks to connect with it, on which they expect daily to interchange about 40 cars. The **Diamond Lumber Company** at Camp Tolfree has three locomotives on their line. **Spies-Thompson, Humphrey,** and **Alexander & Boyd** at White Pine expect to get about 60 cars a day."

The Thompson-Wells operation is described on page 159, in Menominee County. The Diamond Lumber Company and Camp Tolfree are covered later in this chapter. The three other logging outfits mentioned in the last sentence of the paragraph above likely connected with the CMSP&P somewhere in the vicinity of the village of White Pine. Available 1938 aerial photographs of this region do not reveal where those grades were, and at the time of this writing, high-resolution LiDAR imagery is not available.

The Spies-Thompson Lumber Company was based in Menominee. It was founded by Augustus Spies. Operationally, it became part of the Thompson-Wells

Lumber Company in 1920. E. James Humphrey of Ontonagon County owned the Humphrey Lumber Company.

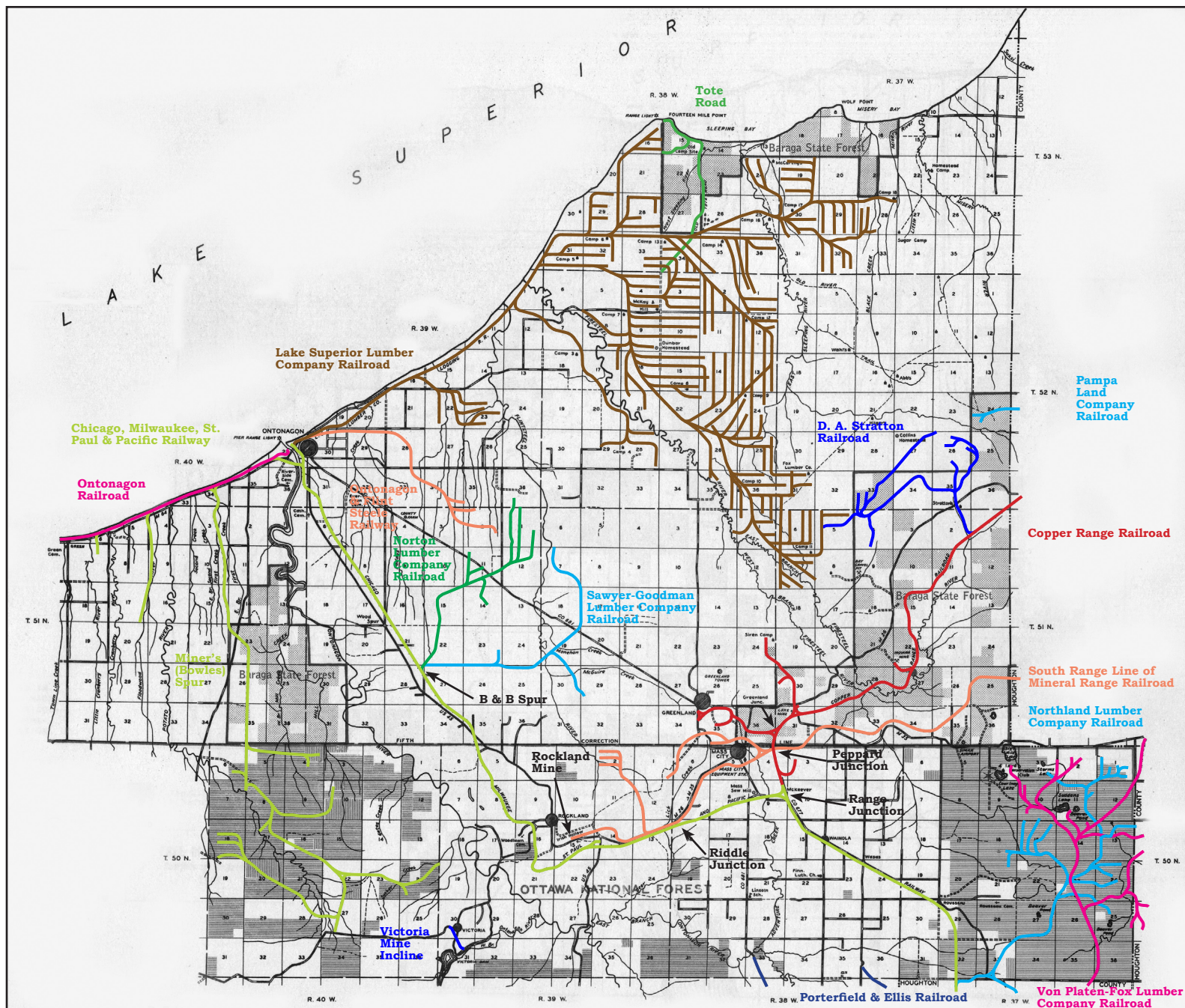
Truman Alexander was one of the partners in the firm of Alexander & Boyd. Prior to logging at White Pine, Alexander was active along Miner's Spur (earlier called Bowl's Spur), where Hixon's 1917 map of Township 51 North, Range 40 West shows him to be the owner of timberland in Sections 14 and 15. The identity of Boyd is not known for certain, although he may have been the E. H. Boyd who was woods superintendent for the Diamond Lumber Company early in the 1920s at Camp Tolfree. The website shaylocomotives.com notes that in December 1927, Alexander & Boyd bought a used Shay locomotive (their #2); it was resold the following September to the Bergland Lumber Company. In December 1929, Truman Alexander bought another Shay; Boyd was no longer his partner.

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Robert E. Anderson was a businessman who was involved in several timber ventures in Wisconsin and the Upper Peninsula of Michigan. His father, Emery J. Anderson, was president of Anderson Timber Investment Company of Wausau, Wisconsin; Robert E. Anderson was that company's treasurer. The business bought and sold timberland in Wisconsin and the Upper Peninsula.

Ontonagon County land ownership maps reveal that R. E. Anderson owned timberland in Sections 25, 26, 27, and 35 of Township 51 North, Range 40 West (along Miner's Spur of the CMSP&P) and farther west in Sections 23, 25, 27 and 35 of Township 50 North, Range 41 West.





Northeast Part of Ontonagon County







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An article in Volume 184 of *Northwestern Reporter* (September-December 1921) sheds light on additional activities carried out by Anderson. In May 1919, Robert E. Anderson and Edward T. Corwin, both of Ontonagon, were partners in the firm of **Anderson & Corwin**. At that time, the partners signed a contract with the Diamond Lumber Company to supply logs for the lumber company's mill at Green Bay, Wisconsin. The logs were to come from nine forty-acre tracts situated in Sections 23, 25, and 26 of Township 51 North, Range 41 West, along the White Pine Branch of the CMSP&P. A spur track would be built along the White Pine Branch to use in loading logs. The Diamond Lumber Company would supply an engine from its Camp Tolfree operation to assist the transfer of loads from a narrow-gauge railroad, which Anderson & Corwin were building, to the spur on the White Pine Branch. A dispute ensued and the logs in question were actually sold to the Spies-Thompson Lumber Company.

Subsequently, in 1924, Robert E. Anderson incorporated the Lake Shore Lumber Company at the village of Ontonagon. The website shaylocomotives.com reports that Anderson bought a used, standard-gauge Shay locomotive which had been for sale in 1927; it officially became the property of the Lake Shore Lumber Company in 1928. Fifteen months later, in 1929, the engine was sold to Truman Alexander. Where Anderson was logging in 1927 and 1928 has not been discovered.

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The **Belt Copper Mine** was opened in 1848 at a place originally called Belt, Michigan. The Lake Copper Company acquired some of the Belt Mines Company property in 1905, and the post office there was renamed Lake Mine in 1910. The mine was situated along the Copper Range Railroad approximately two miles east of Greenland. Michigan Railroads & Railroad Companies reports that the Belt Copper Mine operated its own ore-carrying railroad, likely running between its mine and stamp mill. It has not been located.

A thorough history of the **Bennett & Brown Lumber Company** remains elusive. Polk's 1921-22 Gazetteer of Michigan lists the company at Bergland, in Ontonagon County. However, the business was not present at Bergland when Southern Lumberman's 1917 Directory was published. Given names for neither of the owners could be established, although the 1920 census of Bergland contains an entry for Sam Bennett, 27 years of age, whose occupation was that of sawmill laborer.

A case reviewed in Volume 81 of Decisions of the Interstate Commerce Commission (June-August 1923) involves the CMSP&P as defendant. Therein, the defendant's "B. & B. spur" is mentioned. It cannot be conclusively established that this spur was used originally by the Bennett & Brown Lumber Company. However, the resource mentions that in 1923 "The Norton Lumber Company Spur, known as B. & B. spur, connects with defendant's line about 6 miles southeast of Ontonagon. Until recently four parties were operating over this spur with their own engines. . . . At the time of the hearing, the Norton Lumber Company was the only party operating over this spur.

"The spur owned by the **Sawyer-Goodman Company** connects with the B. & B. spur near the intersection of the latter with defendant's line."

The website shaylocomotives.com reports that the Bennett & Brown Lumber Company bought a used standard-gauge Shay locomotive in 1921; the engine was leased to another operator in 1926. Thus, it is possible that logs from B. & B. spur were being harvested by Bennett & Brown and then hauled to Bergland for milling. It is probably not a coincidence that Polk's 1921-22 Gazetteer of Michigan also shows James Norton carrying on a lumber business at Bergland.

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Gunlek Aslaksen Bergland was born in Telemark, Norway in 1847. He built a sawmill on the Duluth, South Shore and Atlantic Railway (DSS&A) and the community of Bergland grew up around it. The village was on the north



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end of Lake Gogebic. The 11 February 1903 *Portage Lake Mining Gazette* reports that the company's railroad was building a high trestle on Lake Gogebic for unloading logs. Finance Docket Number 8937 of Decisions of the Interstate Commerce Commission, decided 11 April 1932, concerned the abandonment of most of the CMSP&P's White Pine Branch. It mentions that "There is no other line of common carrier-railroad within 20 miles or more of the line in question (the White Pine Branch), but there are logging spurs connecting with that line, including the **Bergland Lumber Company**'s logging railroad, running from White Pine Junction southerly to Bergland, on the line of the Duluth, South Shore & Atlantic, and the spur of the Menasha Woodenware Company running southerly for several miles from a connection with the applicant's line at Miner's Spur, about 2.5 miles west of Ontonagon."

About 1919, the mill at Bergland and its railroad were sold to the Weidman-Vogelsang Lumber Company of Grand Rapids. With R. Weidman as President, the business continued to operate as the Bergland Lumber Company until at least 1938.

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The Brunswick Corporation is associated with several different sorts of products in the 21<sup>st</sup> century. In the 20<sup>th</sup> century, the **Brunswick-Ewen Lumber Company** was associated with the forerunner of the current corporation. The lumber company's name did not appear at the village of Ewen when Polk's 1921-22 Gazetteer of Michigan was published. However, the website shaylocomotives.com reports that the company acquired a used Shay locomotive by 1924 for its operation at Ewen. Sometime before 1936, the business' name was changed to the Brunswick Lumber Company. Shortly thereafter, that name was altered to the Lake Independence Lumber Company (see Marquette County). The operation at Ewen was widely known for a brand of maple products called Ontonagon Valley Hardwoods.

Figure 15-1 is a 1938 aerial photograph of the community of Ewen. A logging railroad led north from the lumber yard.

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The start of railroad logging at the community of Calderwood is described in Deep Woods Frontier: "In 1906 the **Mercer-DeLaittre Lumber Company** of St. Paul, Minnesota operated a hardwood flooring mill at the isolated hamlet of Calderwood. The company planned a spur line to link the mill with the North Western's main trunk. The logging company was given the task of clearing the right-of-way and preparing the grade.<sup>18</sup> Then the railroad came in and built the necessary bridges and laid the rail. Mercer-DeLaittre bought their own engine but paid rent for the use of North Western rolling stock, as well as for the rails and the fastenings that held them in place. When the spur was abandoned, this equipment was taken out and returned to the railroad company.<sup>19</sup>"

Figure 15-2 is part of a 1908 Chicago & North Western Railway (C&NW) map displaying resorts that could be visited using the company's railroad. Figure 15-3 is a 1938 aerial photograph of Calderwood and the area immediately to the west. The grade to Calderwood can still be seen. Late in the 1930s, construction of the Bond Falls Dam flooded much of that right-of-way.

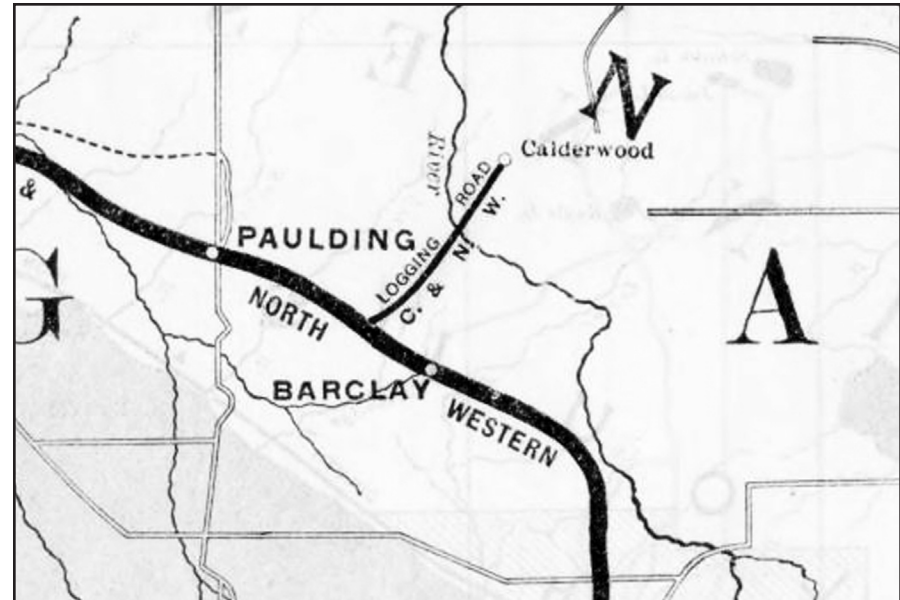
Karl DeLaittre of Minneapolis, Minnesota was one of the principal owners of this enterprise. The identity of Mercer is unclear; American Lumberman's 1907 Sawmill Equipment Register identifies this business as the **DeLaittre-Anderson Lumber Company**, located at Calderwood. It is described as operating a fifteen-mile, standard-gauge logging railroad called the Calderwood & Barclay Railway.

However, the 1910 version of Sawmill Equipment Register names the lumber company at Calderwood as the Mercer-DeLaittre Lumber Company (with headquarters at Minneapolis), using a 5.5-mile railroad. In 1912, the company was formally incorporated (in Michigan) as the





15-1 1938 Aerial Photograph of Ewen



15-2 1908 C&NW Map of Resorts Along the Railroad

DeLaittre-Anderson Lumber Company. Louis Anderson of Minneapolis was secretary of the company. Southern Lumberman's 1917 Directory shows fourteen miles of railroad in use. It also mentions that the business' common-carrier rail server was no longer the C&NW; Trout Creek, on the DSS&A, was the connection listed. This must mean that cars for interchange were being transported over the Weidmann & Sons railroad to Trout Creek.

The **Calderwood Lumber Company** was incorporated in 1920. Charles A. and Robert B. Goodman of Marinette, Wisconsin were officers, and the company was controlled by the Sawyer-Goodman Company. In 1921, the Calderwood Lumber Company bought a used Shay locomotive from the DeLaittre-Anderson Lumber Company. Polk's 1921-22 Gazetteer of Michigan lists the Calderwood Lumber Company as the only logging outfit at Calderwood.





15-3 1938 Aerial Photograph at Calderwood Showing Former C&NW and Lumber Company Grades



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Southern Lumberman's 1924 Directory reports that the Calderwood Lumber Company was operating a fourteen-mile railroad. 1927 was the last year that the company filed an annual report with the state of Michigan.

It was not possible to determine precisely which grades in the region near Calderwood were built by the DeLaittre-Anderson Lumber Company, and which by the Calderwood Lumber Company. The inactive DeLaittre-Anderson Lumber Company was formally dissolved in May 1924.

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The **Diamond Match Company** of Connecticut purchased a large portfolio of timberland from the Ontonagon Lumber Company late in 1882 (see Ontonagon County Deed Book N, pages 121, 122, 123, and 304-308). The properties were in Ontonagon and Houghton County. The only railroad named in any of these transactions was the right-of-way of the Ontonagon & Brule River Railroad in the village of Ontonagon. That line was a predecessor of the CMSP&P. Nonetheless, the 14 October 1882 *Northwestern Lumberman* reports that a logging railroad was part of those transactions. Whether such a line was constructed, or merely conceived, could not be determined. The 1884 Annual Review of the Lumber & Shingle Product of the Northwest makes no mention of a logging railroad operated by the match company. The company's mill at Ontonagon was located along the Ontonagon River, well suited to receive logs by water. The Diamond Match Company also had a store at the community of Matchwood but did not operate a railroad there.

The Michigan incorporation of the Diamond Match Company occurred in 1897. The 20 January 1903 Sault Ste. Marie *News Record* reports that Richard Francis (a contractor who lived in the village of Ontonagon) was logging for the Diamond Match Company somewhere in Ontonagon County. He was using an incline railroad to raise logs up one side of a steep grade and lower them on the opposite side. A location was not provided.

The match company incorporated a subsidiary, the Diamond Lumber Company, in 1906. West Branch, in the Lower Peninsula, was the headquarters and the village of Ontonagon, the business office. John Tolfree, of West Branch, was president of the company. A new, standard-gauge Shay locomotive was purchased in 1907; precisely when it started working at Camp Tolfree, on the White Pine Branch of the CMSP&P in Ontonagon County, is not known. The engine was located at that camp when it was sold in 1923.

The 24 February 1912 *American Lumberman* describes an annual meeting of the stockholders of the Diamond Lumber Company. It was held at the Tolfree office in West Branch: "The company cuts its timber in Ontonagon County, Mich., and rails the logs to its mill at Green Bay, Wis. It was formerly operated by the Diamond Match Company. . . . Mr. Tolfree has just closed a deal for between 20,000,000 and 25,000,000 feet of standing timber for this mill, and with the company's holdings will stock the plant for a ten-year run."

Camp Tolfree was located on the section line between Sections 5 and 6 of Township 50 North, Range 41 West. Figure 15-4 is a 1938 aerial photograph of that region, after the logging railroad was removed. A letter sent in 1923 by C. U. Smith, a District Engineer for the CMSP&P notes that the Diamond Lumber Company had three locomotives working out of Camp Tolfree that year. Two Shay locomotives that were still operating at Camp Tolfree were sold circa 1928-9, suggesting that operations there had concluded.

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The **Holt Lumber Company** was headquartered in Oconto, Wisconsin. The business was incorporated in Michigan in 1907, with Bruce Crossing as its local headquarters. George H. Holt, of Chicago, was president; W. A. Holt resided at Oconto and was vice-president. Prior to the company's Michigan incorporation, a standard-gauge logging railroad was built in Ontonagon County.





15-4 1938 Aerial Photograph in the Region of Camp Tolfree-Black Arrows Show Grades

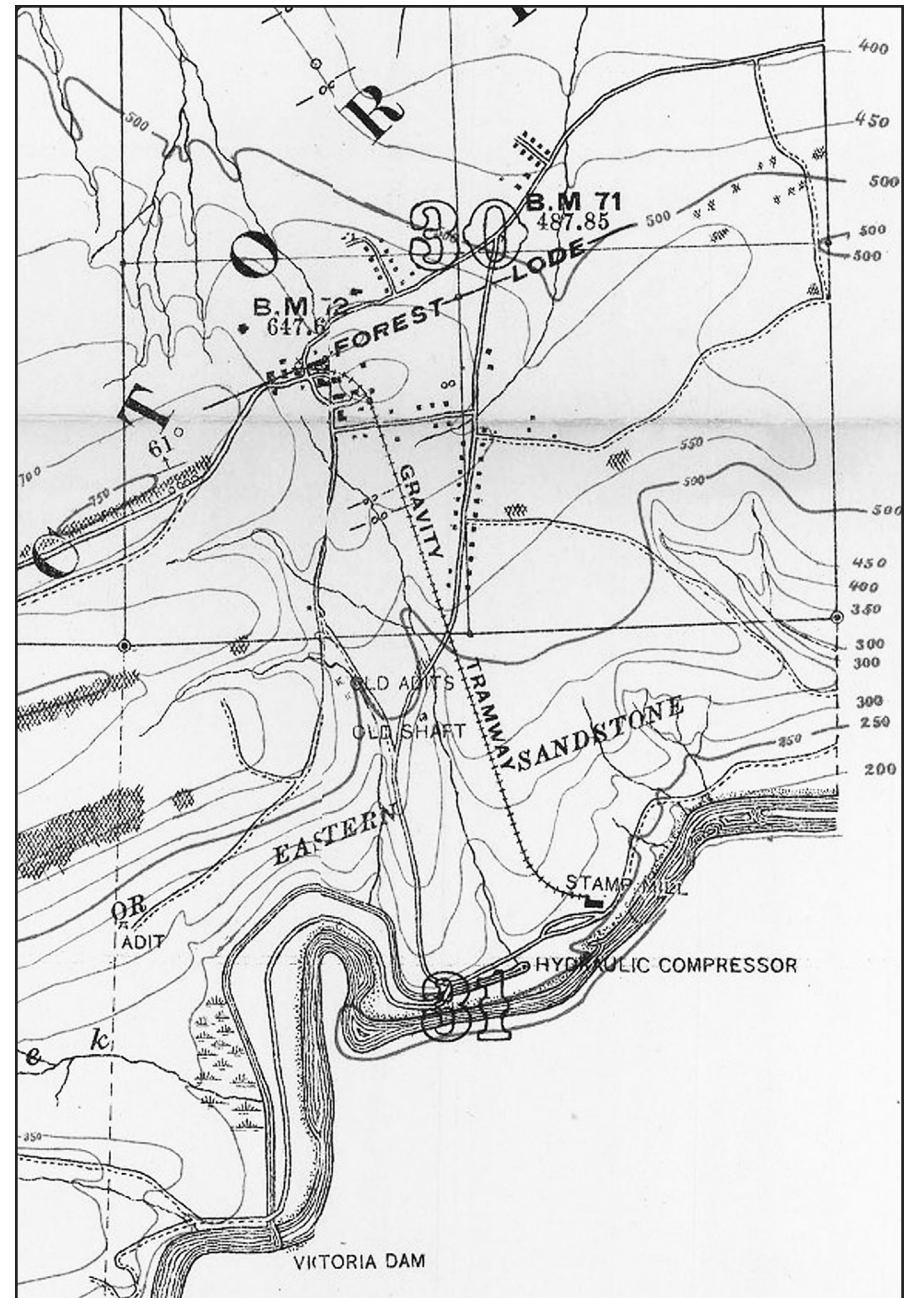


The line bought a new Shay locomotive in 1904. The 12 February 1904 *Portage Lake Mining Gazette* reports that the Holt Lumber Company had completed nine miles of its logging railroad. It had also been tasked with building a short, incline railroad at the Victoria Mills Mine. Figure 15-5 shows the incline and is part of a 1909 Ontonagon County map preserved at the Archives of Michigan. The Holt Lumber Company railroad left the mainline of the DSS&A at a place known later as Baltimore. The portion of the logging line which remained, later in the twentieth century, can be seen in Figure 15-6, which comes from a 1919 map of Ontonagon County. That map also resides at the Archives of Michigan.

Louis Jenson was born in Denmark in 1851 and immigrated to America in 1860. By 1900, he was a lumber dealer in Bagley Township of Otsego County, Michigan. He incorporated the Jenson Lumber Company at Salling (approximately three miles south of Gaylord in Bagley Township) in 1901. Jenson continued to reside in Bagley Township in 1910; the 24 February 1912 *American Lumberman* reports "The L. Jenson Lumber Company has been organized at Grayling, with capitalization of \$400,000, to manufacture lumber near Ewen, Ontonagon County, where a sawmill was erected last year, and where the company has 80,000,000 feet of standing timber. The incorporators are Louis Jenson, R. Hanson and F. L. Michelson, who have been prominent in manufacturing lumber in the vicinity of Grayling for 40 years. Mr. Jenson has for many years operated a saw and planing mill at Salling. The sawmill has gone out of commission . . ."

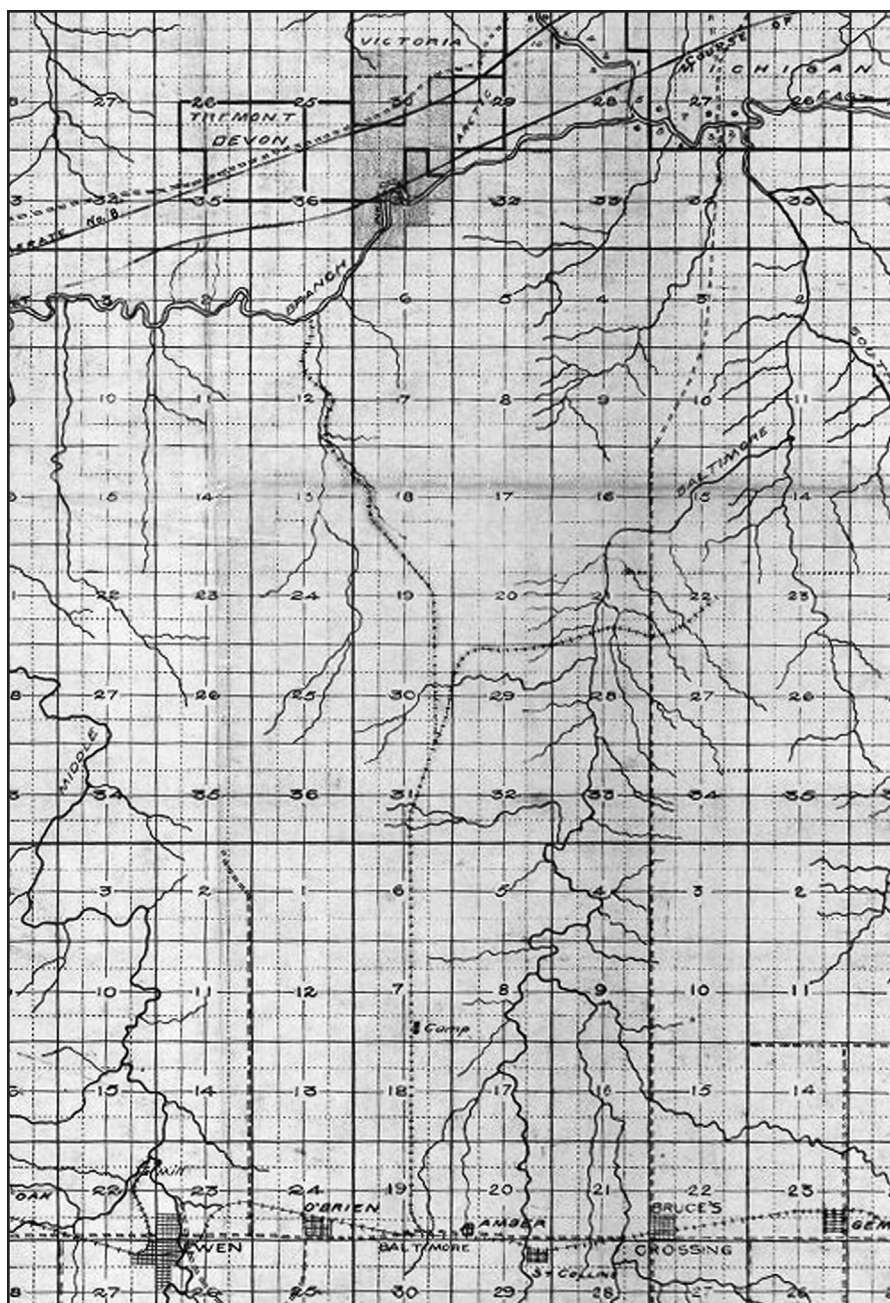
By 1913, the **L. Jenson Lumber Company** had its own segment of logging railroad at Ruby Spur, southeast of Ewen (see the Ontonagon-Southeast map). That year, the company bought a new Shay locomotive.

The mill at Ewen closed in 1918. The 12 July 1919 *American Lumberman* mentions "The Lake Independence



15-5 1909 Victoria Mills Mine and Tram Railway





15-6 1919 Holt Lumber Company Railroad

Lumber Company has purchased the holdings of the Jenson Lumber Company at Ewen." In 1922, the Lake Independence Lumber Company changed its name to the Brunswick-Ewen Company, which manufactured wood for bowling lanes, and bowling pins.

The **Northern Logging Company** of Wausau, Wisconsin was incorporated in Michigan in 1928. George E. Foster was president and Walter T. Gorman was secretary; both lived in Wausau. The company's business office was at Ironwood. In 1935, the name of the organization was changed to the **Lake Superior Lumber Corporation**. Ontonagon became the headquarters in 1936. By that time, Gorman had become president. The company built a large network of logging railroad grades east and northeast of Ontonagon. It operated until after World War II; the Lake Superior Lumber Corporation was dissolved in 1947.

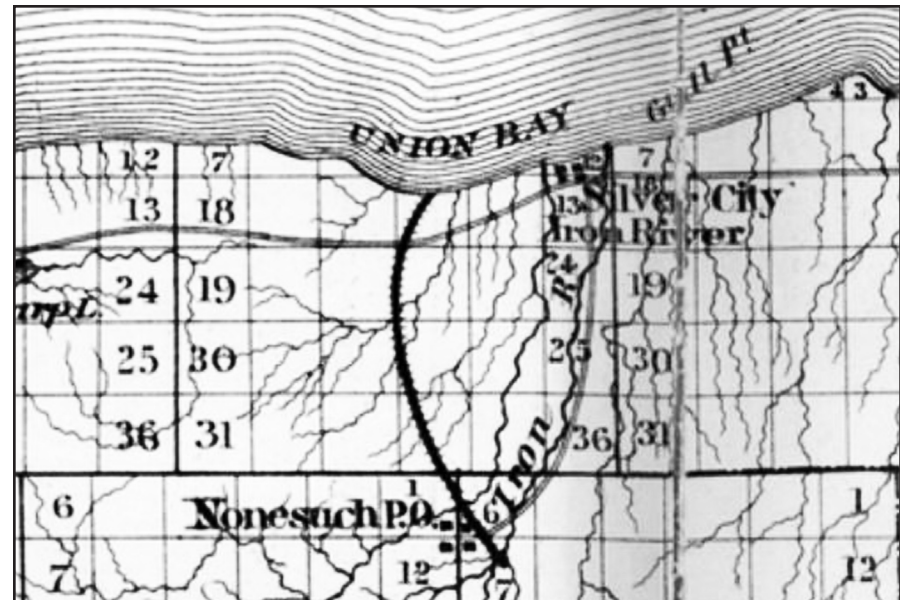
The **Menasha Wooden Ware Company** was founded in Wisconsin. It was incorporated in Michigan in 1908 and its 1913 business address was in Escanaba. W. H. Miner of Menasha, Wisconsin was president. The company logged from Miner's Spur (previously known as Bowl's Spur) of the CMSP&P. The spur was accessed from the Ontonagon Railroad, approximately 2.5 miles southwest of the village of Ontonagon.

The company bought a used Shay locomotive in 1925 for use on Miner's Spur. The engine was sold in 1935 to the Ontonagon Fibre Company.

The communities of Merriweather and Lake Gogebic were situated approximately 0.7-mile apart along the northwest shore of Lake Gogebic. At one time, both were stations on the DSS&A. While Merriweather, to the west, was founded in 1916-17, Lake Gogebic (farther east) appears on maps as early as 1900.

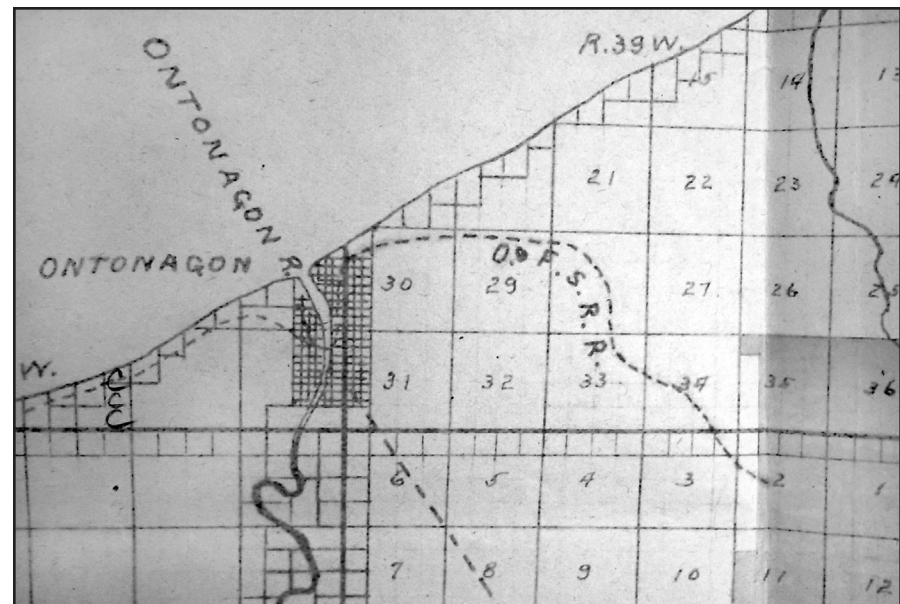


Michigan Railroads & Railroad Companies reports that the **Michigan Logging Company** operated a logging railroad at the community of Lake Gogebic. The Shay website <https://www.shaylocomotives.com/> reveals that the Michigan Logging Company of Lake Gogebic, Michigan, became the owner of a used Shay engine in 1919. That same locomotive was owned by Fred B. Todd of Merriweather, Michigan in 1920. By 1921, it had been leased to the Lake Independence Lumber Company of Ewen, Michigan. Modern LiDAR imagery clearly shows a railroad grade originating from the DSS&A at Merriweather and heading north. The exact relationship between the Michigan Logging Company and Fred B. Todd could not be determined.



15-7 1884 Union Bay & Nonesuch Railroad

The **Nonesuch Copper Mine** operated intermittently between 1867 and 1912. A History of the Upper Peninsula of Michigan, published in 1883, narrates: "The elevation of the mine above Lake Superior is about 400 feet, and the distance therefrom, about five miles. They are connected by a good wagon road and by a tram road nearly completed. At the lake, a dock has been built in sixteen feet of water, at which boats may land the supplies and take aboard the product." Michigan Railroads & Railroad Companies designates the tram road as the Union Bay & Nonesuch Railroad. Figure 15-7 is part of a map of that area which comes from the 1884 Tackabury's Atlas of the State of Michigan. The tram continues to be visible in maps published through 1890.



15-8 Ontonagon & Flint Steele Railway

Dennis J. Norton was born in Ireland in 1859 and immigrated to America in 1872. In 1880, he was working as a Pharmacist in Baraga County at L'Anse. An article in the 5 September 1896 *Milford Times* gives details about a devastating fire that destroyed most of the village of Ontonagon. Dennis and James Norton, both residing at the village of Ewen, in McMillan Township, each had \$10,000 worth of lumber consumed by the fire. The two



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men may have been brothers. At the time of the 1900 federal census, both still lived in McMillan Township and described themselves as farmers. James Norton's son, James Junior, was in the lumber business at Bergland when Polk's 1921-22 Gazetteer was published.

Shortly after the turn of the century, Dennis J. Norton formed the **Norton Lumber Company**, which was subsequently incorporated in 1911. In 1903, Norton also joined John Hawley and others in incorporating the **Ontonagon Lumber & Cedar Company**. American Lumberman's 1907 Register of Sawmill Equipment reports that the Norton Lumber Company operated a fifteen-mile, standard-gauge logging railroad called the Ontonagon & Flint Steele Railway (O&FS). Part of that line, located east of the village of Ontonagon, is visible in Figure 15-8. The image is part of the SS&L Collection at the Bentley Historical Library.

The 1910 edition of Register of Sawmill Equipment notes that the Ontonagon Lumber & Cedar Company owned the O&FS. It was ten miles long, with an additional 10 miles being contemplated. The railroad had two locomotives and 50 log cars. The railroad did not appear in Southern Lumberman's 1917 Directory, but therein, John Hawley still operated a sawmill at Ontonagon.

The website shaylocomotives.com notes that in 1920, the Norton Lumber Company at Ontonagon bought a used Shay locomotive; Philo C. Fuller of Grand Rapids (an officer of the Norton Lumber Company) was involved in the transaction. The engine was probably used on the B. & B. (Bennett & Brown) Spur of the CMSP&P, approximately six miles southeast of Ontonagon. Please see the section on Bennett & Brown that appears previously in this chapter.

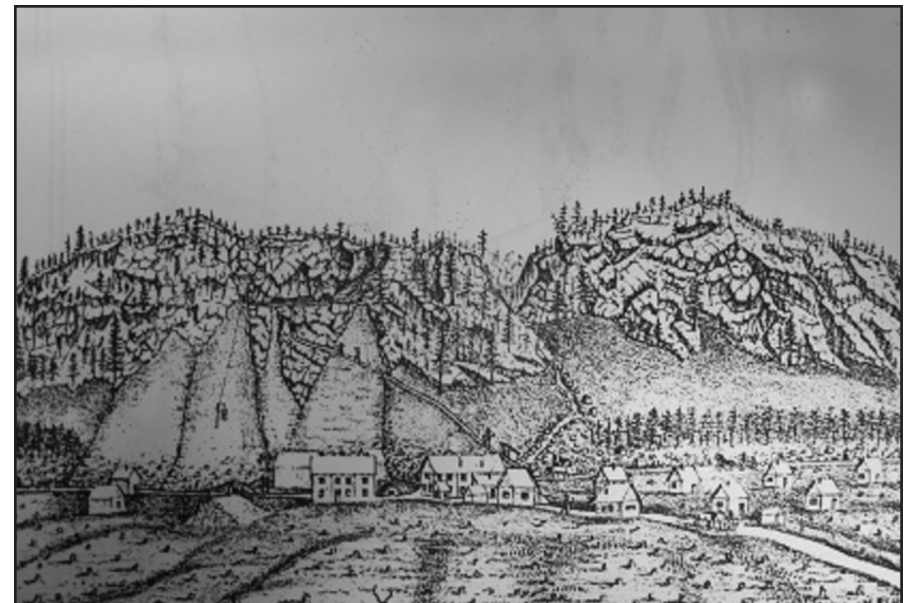
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Michigan Railroads & Railroad Companies reports that the **Norwich Mine** used a two-mile tramway between its mine and stamp mill. The mill is known to have been on the Ontonagon River. The tram came down a steep bluff

to reach mostly level ground leading farther south, to the river. A widened cleft in the bluff marks the path of the tram. Figure 15-9 is an old lithograph showing the view north, toward the bluff.

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The history of the **Ontonagon Fibre Company** begins in 1920 with the Michigan incorporation of the Northern Fibre Company of Green Bay, Wisconsin. It built a pulp mill at Ontonagon which failed, and the corporation's Michigan license was revoked in 1924. Ownership of the mill property passed to the Ontonagon Fibre Company. That business had its headquarters in Wausau, Wisconsin and was incorporated in Michigan in 1923. Cyrus C. Yawkey, David C. Everett, and Benjamin F. Wilson, all of Wausau, were the owners. They revamped the mill, instituting a modern, sulphate-based process to make paperboard.



15-9 Lithograph-View North Toward Norwich Mine



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Between 1924 and 1929, the Ontonagon Fibre Company obtained most of its pulpwood from the Greenwood Lumber Company. However, the Greenwood Lumber Company ceased operating in 1931. That same year, the Ontonagon Fibre Company changed its name to the Ontonagon Paper Board Company. Where the company obtained its pulpwood thereafter has not been established. Perhaps it was supplied by the Lake Superior Lumber Company railroad. Walter T. Gorman, who also resided in Wausau, was affiliated with that line.

The website shaylocomotives.com reveals that in 1935, the Ontonagon Fibre Company acquired a used Shay locomotive which previously had belonged to the Menasha Wooden Ware Company. Just where it was used has not been established. Perhaps it worked somewhere along the Lake Superior Lumber Company railroad, or in the Ontonagon Paper Board mill.

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The history of the railroad right-of-way between Ontonagon and White Pine, to the southwest, is complex. It involves the **C. V. McMillan Lumber Company** (also called C. V. McMillan & Brother), the **Ontonagon Railroad**, the **Greenwood Lumber Company**, the **CMSP&P**, and the **Copper Range Company** (a mining business).

*Finance Docket Number 8937 of Decisions of the Interstate Commerce Commission*, decided 11 April 1932, concerns an application by the CMSP&P to abandon part of this line. The proceedings give a concise history of that segment of railroad. "Under a contract dated December 1, 1903, the Chicago, Milwaukee & St. Paul Railway Company, hereafter called the Milwaukee, predecessor of the applicant, loaned to C. V. McMillan & Brother (a partnership) rails and other materials and supplies for construction of a logging railroad westerly from Ontonagon, Mich., at a rate of 5% per annum on the value of track material, based on a valuation of \$22 a ton. The railroad was thereupon constructed from Ontonagon westerly along the shore of Lake Superior,

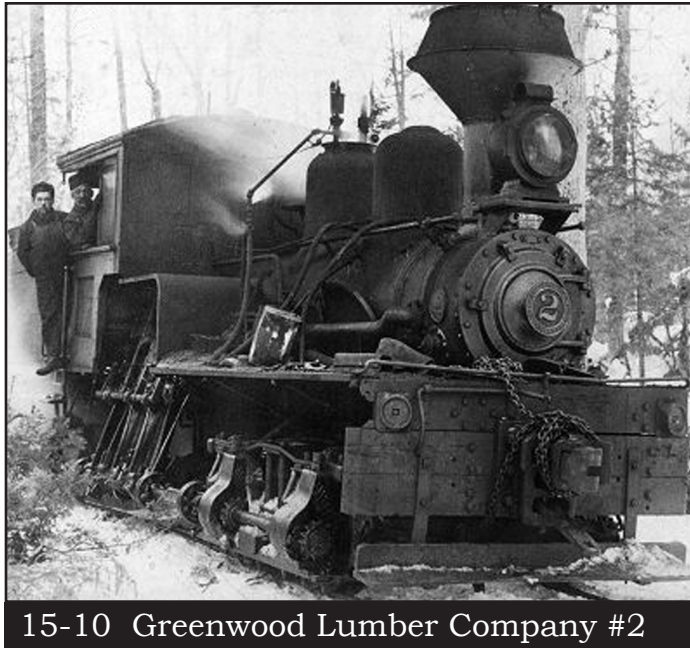
about 7 miles to Green, or Iron River Junction. About November 1, 1906, the interest of McMillan & Brother in this agreement was assigned to the Ontonagon Railroad Company, hereafter called the Ontonagon, with the consent of the Milwaukee. In 1906 the Milwaukee, wishing to have a railroad extending from Ontonagon westerly and southwesterly to White Pine, entered into an agreement with the Ontonagon, dated November 1, 1906, in which it was granted the right to use the Ontonagon Railroad from Ontonagon to Green and the Ontonagon was granted the right to use, free of charge, the line of the Milwaukee to be constructed from Green southerly to Tolfree, about 6 miles, and was relieved of the 5 % rental charge on the track material above mentioned in the portion of its line to be used by the Milwaukee. . . .

"The Milwaukee constructed the line from Green to Tolfree, and continued it southwesterly and westerly through White Pine Junction to White Pine, about 5.5 miles from Tolfree. It has since been operating over the entire line from Ontonagon to White Pine. The Ontonagon operated, jointly with the applicant, the line from Ontonagon to Green. . . . It (the CMSP&P) does not own the right-of-way of the portion of its line from White Pine Junction to White Pine, about 1.5 miles, but leases the same from the Copper Range Company, a mining concern.

". . . Practically all the timber immediately adjacent to the line in question has been cut. . . . The Greenwood Lumber Company, located near Green, which in 1929 shipped 20,000,000 feet of logs, and in the years 1924 to 1929, inclusive, 60,000,000 feet, over the Ontonagon Railroad to the Ontonagon Fibre Company, ceased operations in the early part of 1931. The Diamond Lumber Company, formerly operating along the line, has shut down, and the record shows little present movement of timber products over the railroad."

Charles V. McMillan and his brother, B. F. McMillan, built a sawmill about five miles north of Marshfield, Wisconsin, in 1874. The location became the community of McMillan, Wisconsin. American Lumberman: The Personal History





15-10 Greenwood Lumber Company #2

and Public and Business Achievements of One Hundred Eminent Lumbermen of the United States reports “In 1899, the brothers built a mill at Ontonagon, Michigan, which was run under the name of C. V. McMillan & Bro., in order to distinguish it from the McMillan business, although its ownership is the same.”

American Lumberman’s 1907 Register of Sawmill Equipment reveals that, at Ontonagon, the Greenwood Lumber Company was the operator of the fifteen-mile Ontonagon Railroad. The 1 July 1908 *St. Louis Lumberman* narrates: “C. H. Worcester, of the C. H. Worcester Company, Chicago, and T. A. Green, secretary of the C. V. McMillan Company, Ontonagon, Mich., have purchased the holdings of the C. V. McMillan Company, consisting of a saw mill and 15,000 acres of timber, besides other property, and have incorporated the Greenwood Lumber Company. Mr. Worcester is president of the new concern and Mr. Green is secretary and general manager.” Worcester was also the owner of the Houghton, Chassell

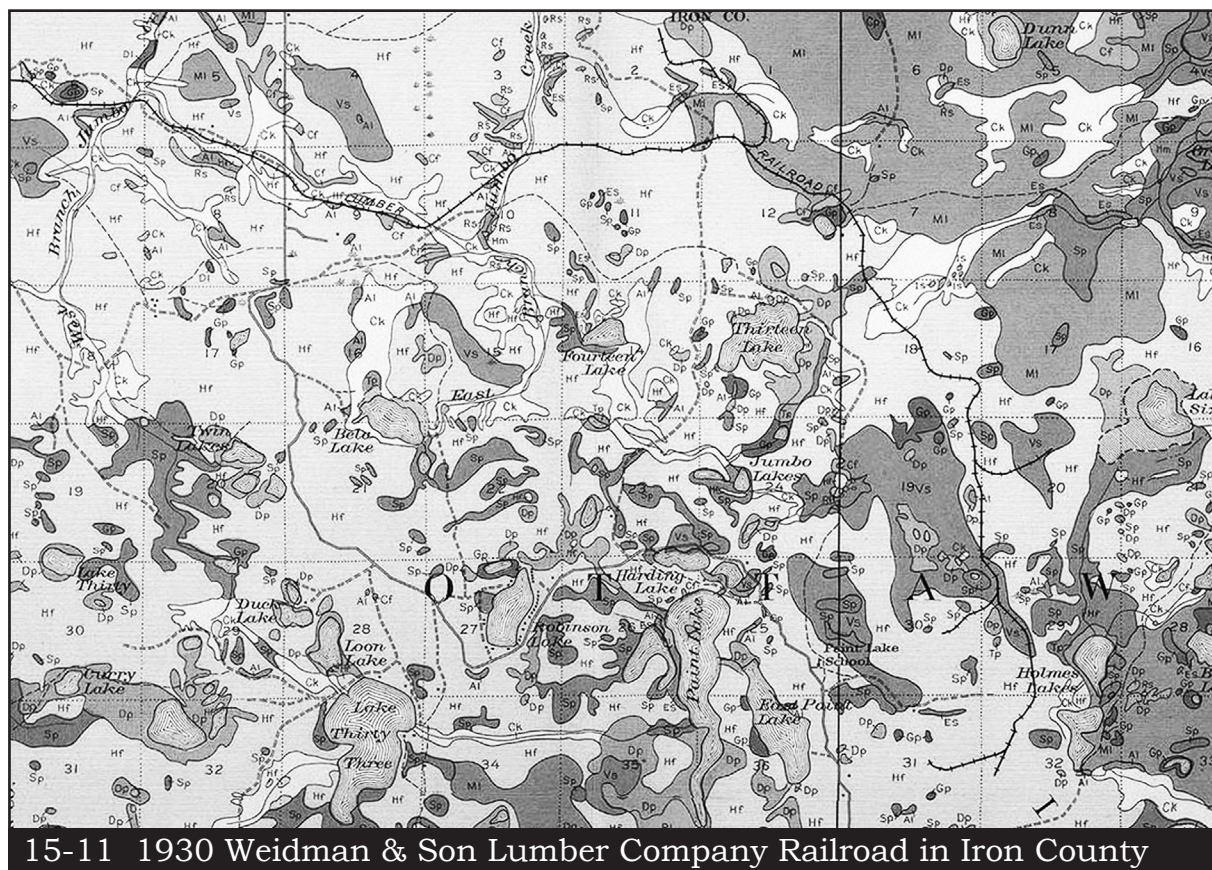
& Southwestern Railroad at Chassell, and the Worcester Cedar Company at Cusino.

Polk’s 1910 Lumber Directory reports that the Greenwood Lumber Company’s railroad was nine miles long, using two locomotives. Other lumber journals give the length of the line as seven miles (with two additional miles contemplated) in 1915, and ten miles in 1917 and 1924. Figure 15-10 is an image of Greenwood Lumber Company’s Shay locomotive # 2. Another Shay engine was transferred from the Houghton, Chassell & Southwestern Railroad to the Greenwood Lumber Company in 1928. Subsequently, it was sold to George Ellis, at Lake Mine, Michigan in 1931, when most of the Ontonagon Railroad was abandoned.

The **Rockland Mine**, located about 0.5 mile southeast of the village of Rockland, produced copper intermittently between the middle of the nineteenth century and 1920. Michigan Railroads & Railroad Companies reports that this mine used a tram railway which was built in 1856. It connected the mine with its stamp mill. Eventually, a spur of the Mineral Range Railway served the stamp mill. The tram likely led north from the mill, to the bluff where several mine shafts were located.

Sawmill activity at the community of Trout Creek began early in 1891. That village is located on the border between Sections 11 and 12 of Township 47 North, Range 38 West (see the Ontonagon-Southeast map). The Wilson D. Wing Company finished harvesting timber in Lake County about 1890, where it logged from the Wingleton & Wolf Lake Railroad. Wing’s company erected the first sawmill at Trout Creek. The resulting business was known as the **Trout Creek Lumber Company**. A six-mile logging railroad, north of Trout Creek, was being used as early as 1893, when the lumber company purchased a used 36-inch gauge Shay locomotive from Danaher & Melendy Lumber Company’s North Branch & Sauble





River Railroad. When Wing's Trout Creek railroad was picked up is unclear; however, Wing sold the sawmill to the Trout Creek Manufacturing Company about 1900.

John Sylvester Weidman, Senior, was a prominent Isabella County lumberman at the turn of the twentieth century. As timber in that county was logged out, he invested in Upper Peninsula land. The 24 February 1912 *American Lumberman* reports "John S. Weidman, of Mount Pleasant, Isabella County, operated many years in

that county, running a sawmill, and when the timber was depleted he bought a large body of timber in the vicinity of Trout Creek, and not only is erecting a modern sawmill plant, but is erecting a small village for his employees . . ."

John S. Weidman, Senior, was president of the **Weidman & Son Lumber Company**; his son, John S. Weidman, Junior, was vice-president and treasurer. By 1917, the company was operating a fifteen-mile logging railroad south of Trout Creek.





15-12 1938 Aerial Photograph of Mill at Trout Creek

John S. Weidman, Senior, died in May 1919. In 1922, Weidman & Son (then controlled by John S. Weidman, Junior, acquired the Bergland Lumber Company. Both businesses were conducted jointly as the Weidman-Vogelsang Lumber Company. However, each continued to operate under its former name. Robert M. Weidman, a brother of John S. Weidman, Junior, was president of the Bergland Lumber Company.

Eventually, several terminal branches of the Weidman & Son railroad entered the southern part of Houghton County from the northwest corner of Iron County. In Houghton County, some abandoned portions of the Sparrow-Kroll Lumber Company railroad were reused. By 1924, the length of the logging railroad at Trout Creek had grown to 25 miles. Figure 15-11 is part of the 1930 Iron County Soils Survey map. The railroad is visible in Township 46 North, Ranges 36 and 37 West. Figure 15-12 is a 1938 aerial photograph showing the Weidman & Son mill at Trout Creek. That same year, the Weidman & Son Lumber Company entered bankruptcy and was taken over by the Von Platen-Fox Lumber Company.







# Chapter 16

## Schoolcraft County

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The map displaying the northern part of Schoolcraft County can be found at the beginning of Chapter 2 under the title Alger-East and Schoolcraft-North.

The **Blaney & Southern Railway** (B&S) was incorporated 27 September 1902 by the William Mueller Cedar Company. The line originated from the mainline of the Minneapolis, St. Paul & Sault Ste. Marie Railway (MSP&SSM) at Blaney Junction, approximately eighteen miles east of Manistique. Figure 16-1 is a photograph made at Blaney Junction. The B&S appears on the Schoolcraft-South map at the beginning of this chapter. Much of the cedar timber carried by the railroad was sent to the Wisconsin Land & Lumber Company's flooring mill at Hermansville. The B&S came under formal control of the Wisconsin Land & Lumber Company in 1909.

The line was sixteen miles long in 1910, with a five-mile extension under construction. It operated two locomotives. American Lumberman's 1912 Register of Sawmill Equipment reports a length of 30 miles. At some time, the railroad started carrying passengers and became a common carrier. Carter's A Map of Logging Railroads in Upper Michigan's East-Central Region mentions that for a brief period, the B&S operated the Simmons & Northern Railroad in Mackinac County.

Carter's book also mentions that in 1923, the MSP&SSM acquired trackage rights over 2.4 miles of the B&S between Blaney Junction and the White Marble Lime Company quarry, located in Section 3, Township 42 North, Range 13 West. Logging at Blaney ended in 1927 and most of the line was abandoned the following year, although the MSP&SSM continued operating over the grade between Blaney Junction and the quarry until 1931. After that year, only the track between Blaney Junction and Nicholsonville remained.



The **Buckeye Stave Company** was founded in 1886 at Leipsic, in Putnam County, Ohio. The 1915 History of Putnam County, Ohio reports that in 1901, the company owned 23 mills in Ohio and Southern Michigan; it had an interest in five more mills in the Upper Peninsula, where the largest one was operated at Gladstone. A Historical Narrative Supplement To A Map Of Logging Railroads In Upper Michigan's East-Central Region 1879-1965 mentions that the Buckeye Stave Company built a short logging railroad (BSC) sometime after 1902, when the Blaney & Southern Railway (B&S) came into existence. The line originated at Nicholsonville, about one mile north of Blaney Junction. It owned one locomotive and had an enginehouse at its main logging camp.



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After the B&S ceased to exist in 1928, the Soo Line Railroad still operated part of the line between Blaney Junction and a quarry north of Nicholsonville. BSC was able to use that track to haul wood products to Blaney Junction. When the MSP&SSM ended service to the quarry in 1931, BSC continued to use the right-of-way from Nicholsonville to Blaney Junction until 1936, when the Buckeye Stave Company finished its timber harvest.

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The **Hall & Buell Lumber Company** was formed by L. A. Hall and Andrew Addison Buell. Buell was a Burlington, Vermont lumberman. In May 1883, Hall & Buell bought the mill of James Norris at Bay Mills, in Chippewa County. The Bay Mills facility was sold to Hall & Munson in 1891.

Hotchkiss' 1886 Lumberman's Directory reveals that Hall & Buell, a Manistique business, was a successor owner of the North Shore Lumber Company mill at South Manistique. That lumber company was owned originally by the Perry-Pearson Company, consisting of Silas Q. Pearson, James H. and Eugene H. Pearson, and Granger Farwell. The 1884 Annual Report of the Lumber & Shingle Product of the Northwest reports that in 1881, the **Perry-Pearson Company** built a 3.75-mile, standard-gauge logging railroad that terminated at South Manistique. It used a ten-ton Porter locomotive. The 12 February 1887 *Northwestern Lumberman* reports that Hall & Buell, of South Manistique (which was also called Southtown), was then the owner and operator of a four-mile logging railroad which dumped at the company's log pond. One ten-ton Porter engine and 20 Russell cars worked the line. The dump and mill were in Section 14, Township 41 North, Range 16 West. The railroad led northwest to the South Town Pullup, a log-loading facility on Indian Lake.

The railroad between South Manistique and Indian Lake still appears in Poor's 1893 Directory of Railway Officials but is absent from the 1895 edition of that publication.

The 3 November 1888 *Northwestern Lumberman* mentions that Hall & Buell had a construction crew building a new logging railroad about eight miles west of Trout Lake (Trout Lake is in Chippewa County). The article says that the line would originate from the MSP&SSM and access a tract of timber owned by the Chicago Lumber Company. Schoolcraft County is erroneously named as the location; in fact, this segment of railroad was in Mackinac County. It led south from the MSP&SSM in Section 33, Township 44 North, Range 7 West.

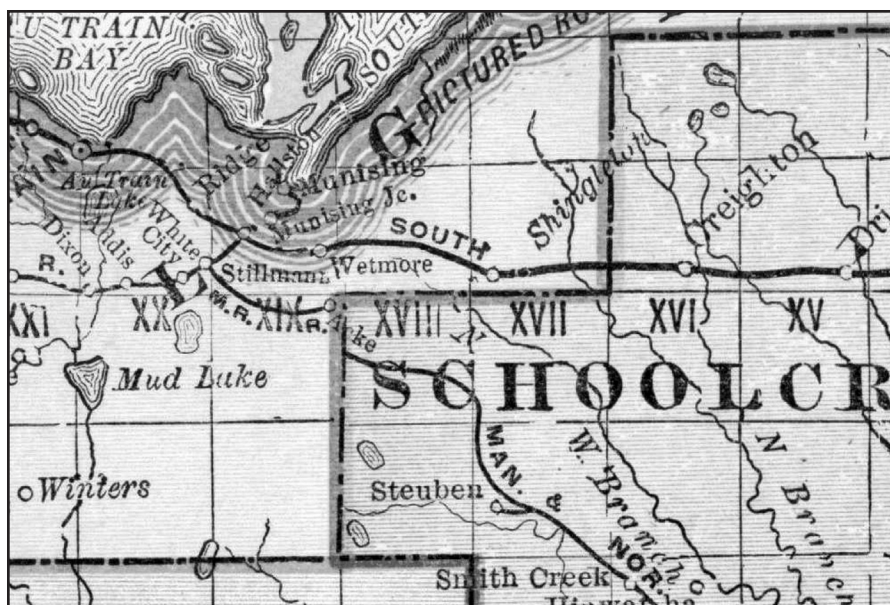
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**Inland Steel Corporation** opened a Mackinac County limestone quarry in 1920. A railroad was installed to carry the ore from the quarry to a loading facility on Lake Michigan at Port Inland. That terminal was in the southeast corner of Schoolcraft County. Operation of the quarry ended in 1989.

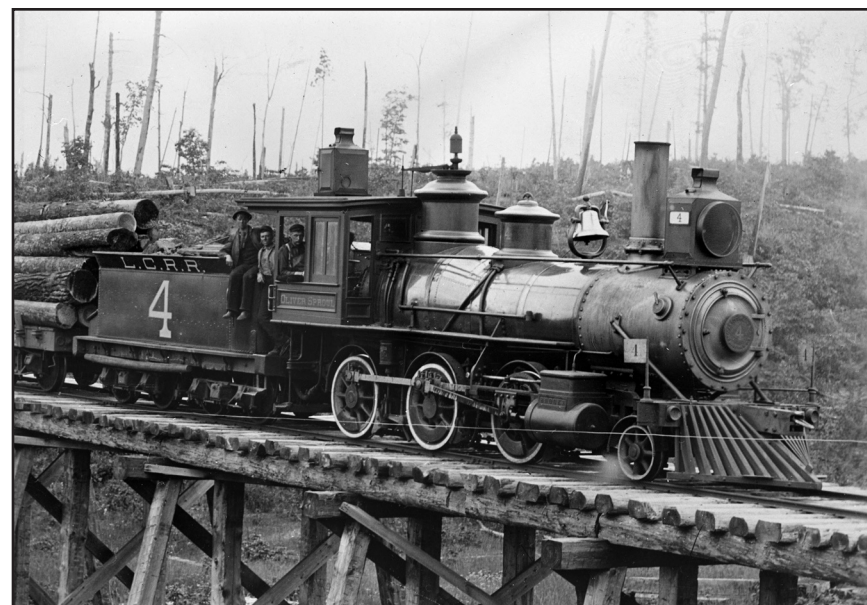
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The railroad which became the **Manistique & Lake Superior Railroad** (M&LS) came into existence with the incorporation of the Manistique and Northwestern Railway (M&NWR) in 1891. The railroad went into operation between South Manistique and Steuben in August 1897. In December of that year, it was extended from Steuben to McNeils, in Alger County's Section 13 of Township 45 North, Range 19 West (see Alger-West map). Figure 16-2 is part of the 1898 Rand, McNally & Company's *Map of Michigan*. The "Man. & Nor." grade ended at approximately the county line between Schoolcraft and Alger Counties, about two miles south of Acker. At that time, Acker was a terminus of the Munising Railway (a predecessor of the Lake Superior & Ishpeming Railroad). The M&NWR also reached Shingleton in December 1898. Figure 16-3 shows the configuration of the M&NWR at Acker on the 1899 Matthews-Northrup map *Michigan*. Figure 16-4 is an image from the Bentley Historical Library. Lake County Railroad Engine #4, *Oliver Sproule*, is posed on a trestle. After this photograph was made, the locomotive began operating on the M&NWR, in 1897.

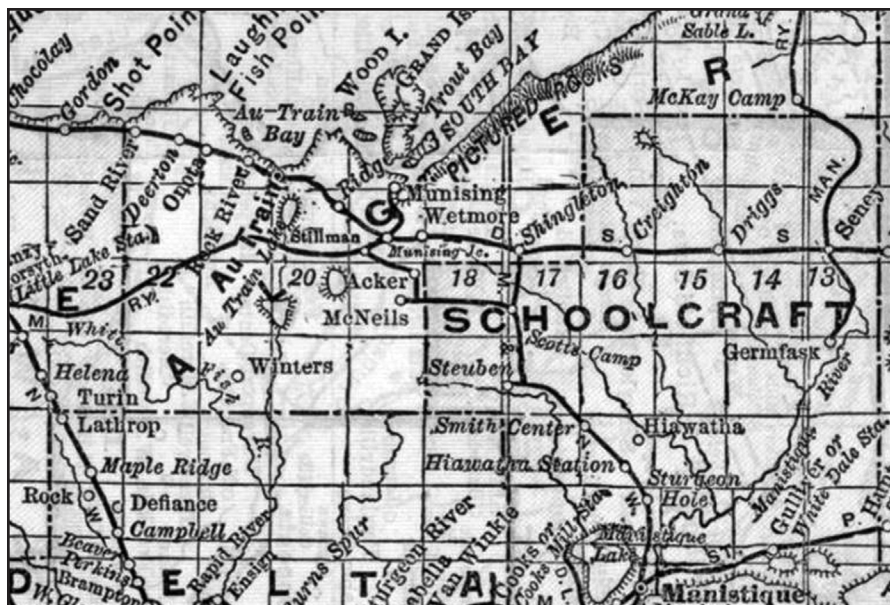




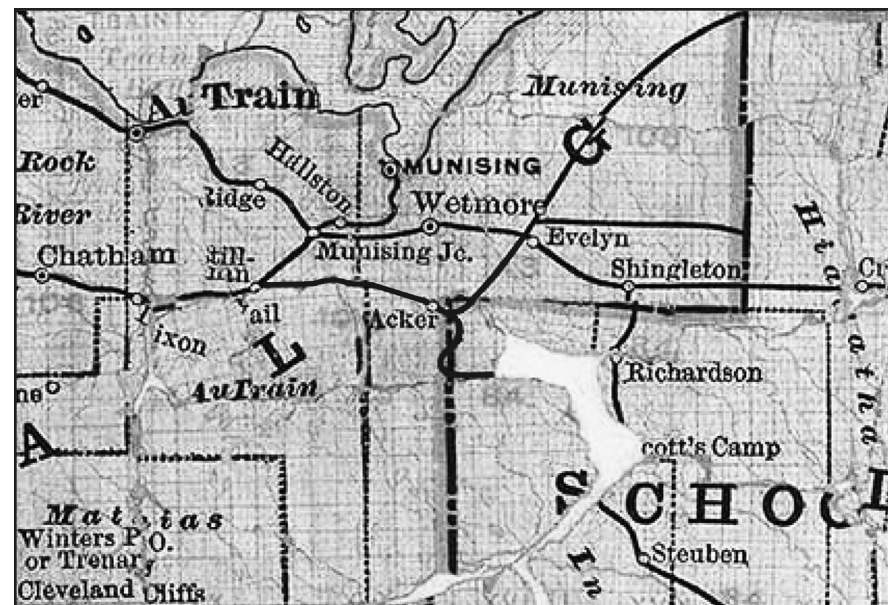
16-2 1898 The Manistique & Northwestern Railway



16-4 Pre-1897 Photograph of *Oliver Sproule*



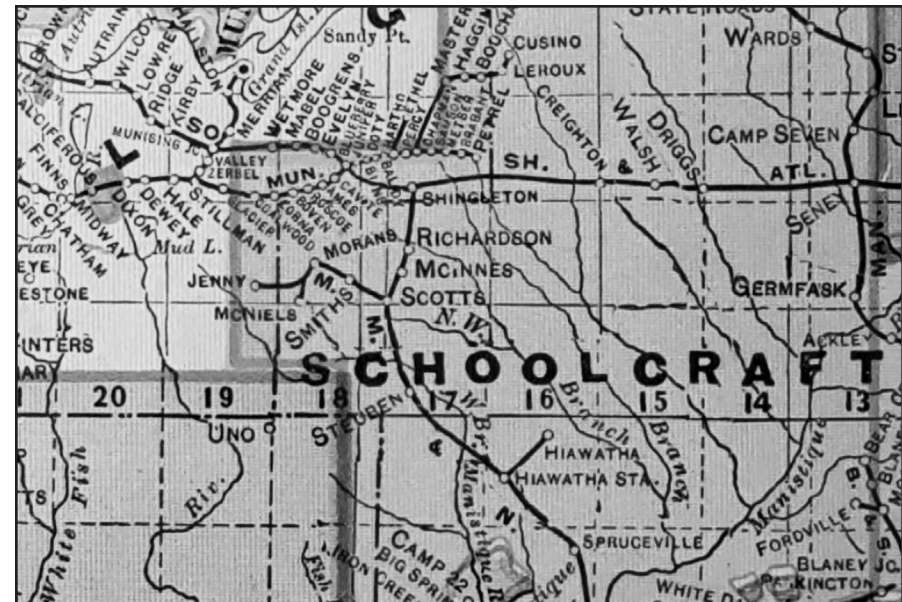
16-3 1899 The Manistique & Northwestern Railway



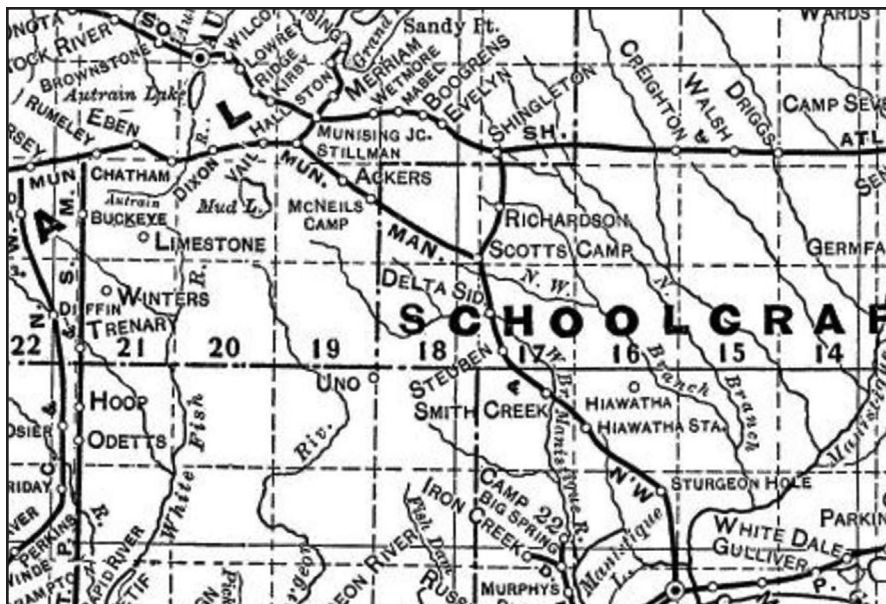
16-5 1901 The Munising Railway at Acker



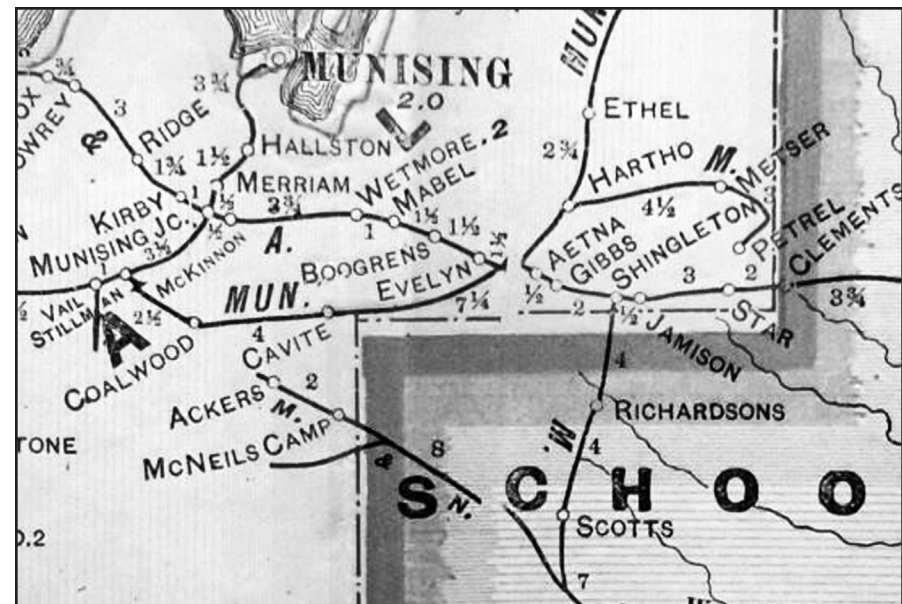
Figure 16-5 comes from Silas Farmer's 1901 *A Sectional Map of the State of Michigan*. A proposed extension of the Munising Railway, from Acker to the northeast, is visible. The M&NWR was sold 29 April 1902 to the Manistique, Marquette and Northern Railroad (MMNR), which had been formed 1 April 1902. Figure 16-6 is one of several Michigan maps produced by Cram in 1902. The Munising Railway line enters Acker from the northwest, while the M&NWR reaches it from the southeast. Another 1902 Cram map appears in Figure 16-7. Therein, neither the M&NWR nor the Munising Railway served Acker and the Munising Railway extension from Stillman to Hartho, Cusino, and Petrel has been placed. Additional details can be gleaned from Figure 16-8, which is part of Cram's 1904 *Michigan*. The distance between Acker(s) and McNeils Camp is given as two miles. The MMNR entered bankruptcy and was sold at foreclosure to a trustee 21 September 1905.



16-7 1902 No Railroad at Acker



16-6 1902 Two Railroads at Acker



16-8 1904 Location of Acker and McNeil's Camp

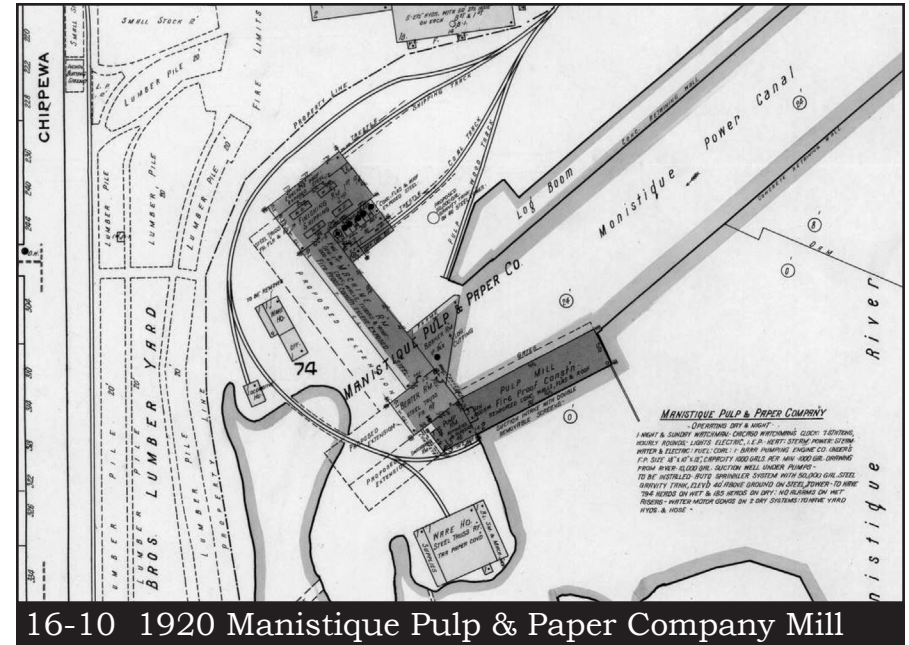




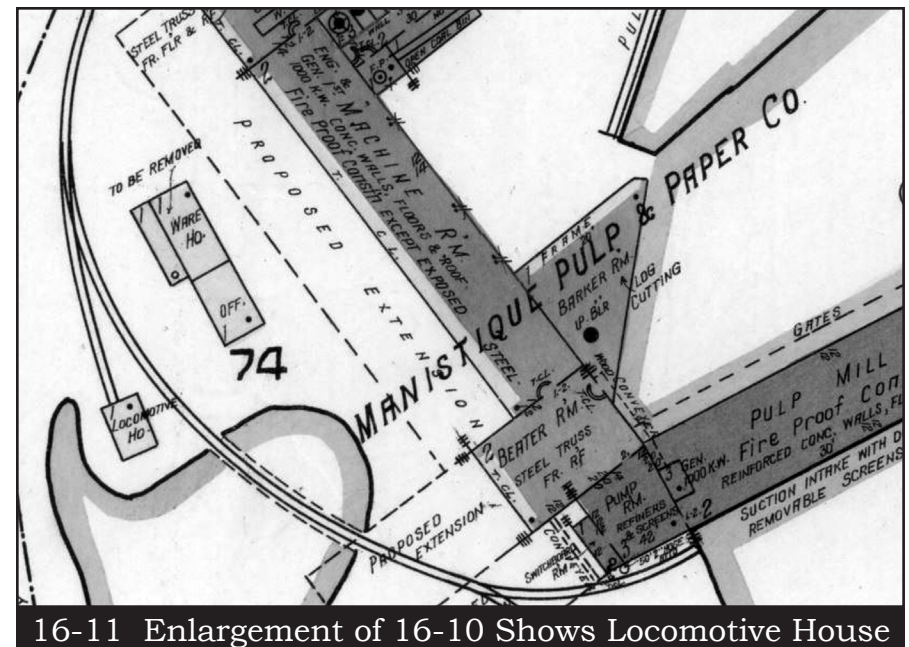
16-9 1941 M&LS Engine #2140

The trustee (Union Trust Company) conveyed the MMNR to the Manistique and Northern Railroad 9 January 1908 and the line was reorganized eight days later. The Manistique and Northern Railroad was sold to the M&LS 31 July 1909. Meanwhile, the Ann Arbor Railroad gained control of the line in April 1911. Ore from the Upper Peninsula was transported by the M&LS to Manistique. From there, it was carried to Frankfort using Ann Arbor Railroad ferries, then to Toledo by rail. Figure 16-9 is courtesy of the Claude Stoner Collection at the Bentley Historical Library. This is a 1941 image of M&LS engine #2140. The M&LS was abandoned in 1968.

The **Manistique Pulp & Paper Company** was incorporated in 1917. Originally, it was a subsidiary of the Minneapolis Tribune and had its operating headquarters at Manistique; the president's office was in Minneapolis. In the 1940s, the business was sold to Mead Corporation. Michigan Railroads & Railroad Companies reports that



16-10 1920 Manistique Pulp & Paper Company Mill



16-11 Enlargement of 16-10 Shows Locomotive House



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the business had its own private railroad, which appears to have been at the Manistique plant. Figure 16-10 is part of the 1920 Sanborn Fire Insurance Company map of that facility. Figure 16-11 expands part of that preceding image to show the company's engine house.

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Various lumber journals published between 1886 and 1889 report that **Schlosser & Tighe** used a 1.25-mile railroad to supply timber for the partners' saw and shingle mill at Thompson. Thompson is situated southwest of Manistique, in Section 32, Township 41 North, Range 16 West. Wooden rails were used by the line and rolling stock consisted of one car, probably pulled by horsepower. Pine and birch were processed by the sawmill. The identity of Schlosser has not been discovered; Tighe may have been the Edward Tighe who, in 1900, was a resident of Inwood Township, a few miles west of Thompson.

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The history of the **St. Paul Tie & Post Company** railroad is detailed in Carter's A Historical Narrative Supplement to A Map of Logging Railroads in Upper Michigan's East-Central Region 1879-1965. Coming from Minnesota in 1926, Nels, Olaf, and Karl Eklund arrived at the place where Walsh Creek crossed the Duluth, South Shore & Atlantic Railway (DSS&A). They had contracted with the Stearns Coal & Lumber Company of Lexington, Kentucky for the right to harvest hardwoods on 12,000 acres of timberland in that area.

The Eklunds built a logging railroad heading north from their mill, located along the DSS&A (see the Alger-East and Schoolcraft-North map). Eklund was the original name of the place where the mill, roundhouse, and other camp structures were located. That place is known now as Walsh.

Michigan's Logging Railroad Era, 1850-1963, A Selected and Annotated Bibliography reports that the Eklund brothers were bankrupt in 1927; the business and

railroad were acquired by the St. Paul Tie Company of St. Paul, Minnesota. That company was incorporated in Michigan in 1927, with George C. Fowler its agent at Walsh.

Carter's book suggests that the Eklund brothers railroad right-of-way had been graded 50 years before; the Driggs Branch Railroad constructed it to harvest pine timber owned by the Delta Lumber Company. But no evidence was presented to back that statement up. Perhaps he was just referring to the area immediately south of Driggs Lake. Carter also mentions that, after the Eklund railroad was pulled up, the name of the community where its headquarters had been was changed back to Walsh, which was its name when the Delta Lumber Company operated there. However, none of the maps from the 1880s and early 1890s that I reviewed, including the Michigan Railroad Commission maps of 1882, 1884, and 1892, and others from Cram and Rand, McNally & Company, show the existence of a settled place called Walsh. That name, as a community, first appears on Cram's 1895 *Michigan*.

The stock market crash in 1929 caused a large drop in demand for forest products made by the St. Paul Tie Company. Operations at Walsh ceased in 1930, and the railroad was removed.

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Alger, Smith & Company incorporated the Manistique Railway (without a capital t in "the") in 1886. Built to carry logs for the Manistique Lumbering Company, it began operating between Seney and Hoist later that year. It was reincorporated in 1889 as **The Manistique Railway** (TMR), with plans to link Grand Marais with the city of Manistique, although it never reached its namesake city. It was a common carrier railroad, for Carter's A Map of Logging Railroads in Upper Michigan's East-Central Region reports that the line carried 1,004 passengers in 1889.



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Carter also reveals that Alger, Smith & Company acquired a saw mill in Grand Marais in 1893 and extended the TMR there that year. An additional extension from Seney to Germfask was finished at about the same time. The railroad reached Curtis in 1904 and Wilman in 1906. The line was nicknamed “the Myrtle Navy” because many employees used that brand of tobacco. Operation of TMR ended late in 1910 and track between Grand Marais and Seney was pulled up in 1911. Figure 16-12 is a 1911 photograph at Grand Marais of a TMR work train used to pull up the rails. The Escanaba Lumber Company bought the segment of TMR between Seney and Wilman and operated it for a few years in conjunction with its Lake Michigan & Superior Railroad.

Thompson is a community located approximately 5.5 miles southwest of Manistique. It received that name from Detroit’s Edwin L. Thompson, who was president of the Delta Lumber Company. Incorporated in 1881, the lumber company had its operating headquarters and sawmill at Thompson. The 1884 Annual Review of the Lumber & Shingle Product of the Northwest reports that the Delta Lumber Company had a five-mile logging railroad which dumped logs at the mill. It had been constructed in 1881 and used a 15.5-ton Porter locomotive. Poor’s 1886 Directory of Railway Officials mentions that the railroad was 4.5 miles long, stretching between Thompson and Indian Lake; there also was a two-mile branch to a



16-12 1911 The Manistique Railway Work Train at Grand Marais



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logging camp. Two locomotives were operated. The 12 February 1887 *Northwestern Lumberman* notes that the gauge of the line had increased to 68 inches, and nine and seventeen-ton Porter locomotives were used. However, that reported gauge may have been in error, for later reports continue to show a standard-gauge line.

Additional timber was driven down the Manistique River, and its tributaries, to Lake Michigan and then towed to the mill. The 25 May 1888 *Saginaw Courier* reports that the **Driggs Branch Railroad** was hauling logs for the Delta Lumber Company from an area near Seney. The Driggs River empties into the Manistique River in Section 19, Township 44 North, Range 13 West. Edmund Ashford's 1904 and 1912 *Map of Schoolcraft County, Michigan*, preserved at the Archives of Michigan, calls this waterway (Driggs River) the Fox River.

The Driggs Branch Railroad is a little-known line for which mapping could not be found. Hixon's 1917 *Michigan Northern* reveals that the Delta Lumber Company still owned property in Section 36, Township 46 North, Range 15 West. The Alger-East and Schoolcraft-North map on page 20, and the Schoolcraft-South map at the beginning of this chapter represent a presumption about where the Driggs Branch Railroad existed. It is assumed that it originated near Driggs Lake, in the northern part of Schoolcraft County, and hauled logs southeast to a dump on the Manistique River.

The railroad at Thompson is discussed in Poor's 1893 Directory of Railway Officials. It had an eleven-mile mainline, six miles of branches, and three locomotives. Seven miles of new railroad were planned between Thompson and Barque Point, with three of the seven miles completed in 1892. Poor's 1895 Directory of Railway Officials indicates that 24 miles of railroad and three locomotives were in operation.

By 1903, the mill at Thompson, then owned by Fuller & Friant, was not operating. The Thompson Lumber Company was incorporated in 1903 and assumed management of the Thompson mill, along with its logging railroad. The 12 November 1903 Sault. Ste. Marie *Evening News* reports that those properties had been bought by Fred Cooper, C. B. Mersereau, and Dr. J. H. Cole. Thereafter, the logging line was operated as the unincorporated Thompson & Northern Railway.

Over the next several years, two logging enterprises were associated with the **Thompson & Northern Railway**. The 28 June 1904 Sault. Ste. Marie *Evening News* notes that the Bonifas Brothers of Garden, in Delta County, were planning to open three camps along the railroad the following August. American Lumberman's 1907 Sawmill Equipment Register reveals that A. M. Chesbrough was operating the mill at Thompson; it was served by a 20-mile railroad. Chesbrough was president of the North Shore Lumber Company, which had been incorporated in 1905.

Polk's 1910 Lumber Directory indicates that the North Shore Lumber Company, at Thompson, possessed twenty-six miles of railroad, three locomotives, and 55 cars. The 1915 Sawmill Equipment Register lists the Thompson & Northern with 25 miles of track. Southern Lumberman's 1917 Directory shows 20 miles of track with the operation still owned by A. M. Chesbrough. The 1 July 1922 *American Lumberman* advertises that Chesbrough's complete sawmill at Thompson was for sale, suggesting that there no longer was a need for the Thompson & Northern Railway.



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Library of Michigan, Michigan Historical Center, Lansing, Michigan.

Michigan State University, Remote Sensing and GIS, Aerial Imagery Archive, Geography Building, East Lansing, Michigan.



# About the Author

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James S. (Jim) Hannum, M.D. was born in Michigan in 1944. He was raised in Milan, Michigan where his father was a physician and the local “railroad doc” for the Wabash Railroad. A favorite evening pastime for the family was going to the Dairy Queen and then watching the Wabash Cannonball speed through town. The Hannums had a cottage at Bay View, near Petoskey, and many summers were spent there. Jim can remember seeing some of the last passenger trains rolling through Bay View on the Pennsylvania Railroad, formerly the Grand Rapids & Indiana Railroad.

After college, Jim enrolled at the University of Michigan Medical School, in Ann Arbor. In 1967, he held a summer job as brakeman on the Ann Arbor Railroad, working out of Owosso. After becoming a physician, he spent two years in the US Public Health Service, assigned to the Federal Penitentiary at McNeil Island, Washington. Thereafter, he lived from 1973 to 1977 in Winston-Salem, North Carolina, becoming a specialist in ear, nose, and throat surgery.

His career eventually took him to Kalamazoo, Michigan, where he practiced his specialty from 1987 to 1992. When an opportunity to return to the Pacific Northwest presented itself, Jim moved to Olympia, Washington, where he has resided since 1992.

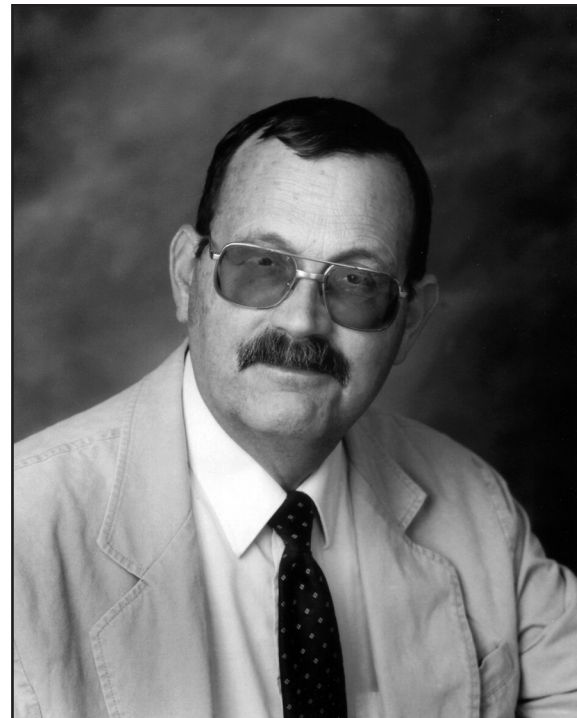
Western Washington has a rich logging history which was just getting started at about the time the logging industry was winding down in Michigan. At one time or another, Thurston County, where Olympia is located, was home to forty or more logging railroads. Jim developed an interest in mapping the location of those abandoned grades, and he has published several books on that subject.

After retiring in 2007, he discovered that accurate maps showing Michigan’s long-gone logging railroads were scant in number. The first book in this series, In the

Pines, An Atlas of Michigan Logging Railroads, addressed some of that deficiency. In the Pines-Part II, An Atlas of Michigan Logging Railroad, continued that process. This third book, In the Pines-Part III, An Atlas of Michigan Logging Railroads, the Upper Peninsula completes the series.

Most exchanges of information and ideas are beneficial for all. In 2019, the author can be contacted at <hannum.james@comcast.net>.

James S. Hannum, M.D.





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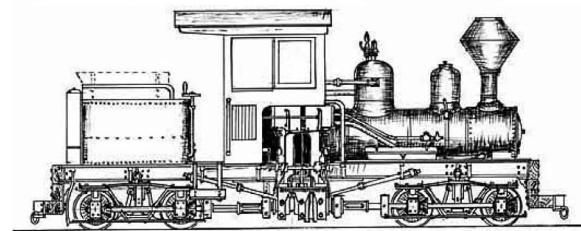
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# Abbreviations

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AA .....	Ann Arbor Railroad	LM&S .....	Lake Michigan & Superior Railroad
B&S .....	Blaney & Southeastern Railway	LS&I .....	Lake Superior & Ishpeming Railway
BDN&M .....	Bay De Noquet & Marquette Rail Road	M&LS .....	Manistique & Lake Superior Railroad
BSC .....	Buckeye Stave Company Railroad	M&N .....	Milwaukee & Northern Railroad
C&NW .....	Chicago & North Western Railroad	M&NWR .....	Manistique & Northwestern Railway
CMSP&P .....	Chicago, Milwaukee, St. Paul & Pacific Railroad	M&ORR .....	Marquette & Ontonagon Railroad
CR .....	Copper Range Railroad	MC .....	Michigan Central Railroad
DSS&A .....	Duluth, South Shore & Atlantic Railway	MH&O .....	Marquette, Houghton & Ontonagon Railroad
E&LS .....	Escanaba & Lake Superior Railroad	MM&SE .....	Munising, Marquette & Southeastern Railway
H&C .....	Hancock & Calumet Railroad	MMNR .....	Manistique, Marquette and Northern Railroad
H&TL .....	Hecla & Torch Lake Railroad	MR .....	Mineral Range Railroad
H&W .....	Hermansville & Western Railway	MSP&SSM .....	Minneapolis, St. Paul & Sault Ste. Marie Railway
HC&SW .....	Houghton, Chassell & Southwestern Railroad	NM .....	Northern Michigan Railroad
HPB .....	Hackley-Phelps-Bonnell Lumber Company Railroad	O&FS .....	Ontonagon & Flint Steele Railway
IM .....	Iron Mountain Rail Road	Q&W .....	Quinnesec & Western Railway
IR&HB .....	Iron Range & Huron Bay Railroad	TB&CR .....	Traverse Bay & Copper Range Railroad
IWR&NRR .....	Ingalls, White Rapids & Northern Railroad	TMR .....	The Manistique Railway
IWR&NRW .....	Ingalls, White Rapids & Northern Railway	W&M .....	Wisconsin & Michigan Railway
KC .....	Keweenaw Central Railroad	WM&N .....	Wisconsin, Michigan & Northern Railway
LLB&C .....	Lac la Belle & Calumet Railroad		



# Revised Maps of Lower Peninsula Counties

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High resolution LiDAR imagery has become a useful tool in the process of mapping long abandoned railroad grades. In February 2019, the United States Geological Survey website added several new layers derived from projects using LiDAR technology. These data, available for many Michigan counties, is located at: <https://viewer.nationalmap.gov/advanced-viewer>. The layer I have found most helpful is designated: “3DEP Elevation – Hillshade Stretched.”

This book contains high-resolution, LiDAR-revised maps of Arenac, Bay, Benzie, Clare, Charlevoix, Emmet, Gladwin, Grand Traverse, Iosco, Isabella (partial), Lake, Leelanau, Manistee, Mason, Mecosta, Midland, Missaukee, Montcalm, Muskegon, Newaygo, Oceana, Ogemaw, Osceola, Presque Isle, Roscommon, and Wexford Counties. At the time of publication, only low-resolution data was available for Alcona, Alpena, Antrim, Charlevoix, Cheboygan, Crawford, Kalkaska, Montmorency, Oscoda, and Otsego Counties; therefore, more accurate maps are not presented for those counties.

Each of the following maps list the revisions found on that particular page. In addition, counties with *major* revisions are detailed here:

Bay County - Saginaw Bay & Northwestern Railroad at, and around Mt. Forest (including the grade to the Tittabawassee River in Gladwin County); Hecla Belt Line Railroad (the portion of that line which was never operated is shown as a dashed line).

Clare County – Saginaw & Clare County Railroad (many branches and spurs added); Harrison & Muskegon River Railroad; Lake George & Muskegon River Railroad.

Emmet County – Petoskey Branch of the Boyne Falls & Northeastern Railroad.

Gladwin County – Saginaw Bay & Northwestern Railroad (also known as the North Branch of the Michigan Central Railroad, including the Redys Branch and the grade to the Tittabawassee River); railroads in the vicinity of Meredith, in Clare County.

Grand Traverse County – Cobbs & Mitchell Railroad; Babcock Railroad.

Isabella County – Flint & Pere Marquette Railroad (Hoyt South Branch, and Maloney & Barnard Branch).

Lake County – Foster & Blackman Railroad; Charron & Bourgette Railroad; Wilhelm Railroad; Paris & Pere Marquette Railroad; Headley & Son Railroad; Marthinson & White Railroad.

Manistee County – Ruddock, Nuttal & Company Railroad; The Peters Train Railway; Louis Sands Railroad (a third right-of-way, with a log dump on the Muskegon River in Section 14, Township 22 North, Range 13 West); Manistee & Northeastern Railroad (previously unnamed branch).

Mason County – South Branch Railroad (removed, for it was located entirely in Oceana County); Lake County Railroad; Bortz Railroad; Butters & Peters Railroad; Ruddock, Nuttal & Company Railroad; Charron & Bourgette Railroad.

Missaukee County – Richard G. Peters railroad (removed from Section 18, Township 22 North, Range 8 West. It is likely that the statement in Michigan’s Logging Railroad Era, 1850-1963, A Selected and Annotated Bibliography, that this line connected to “the Lake City Branch,” implies an interchange with the Lake City Branch of the Cadillac & Northeastern Railroad. Thus, an exact position of that Peters grade remains undetermined. On the other hand, a newly discovered Peters railroad, in Bloomfield Township, has been located); Haring & Long Lake Railroad (it appears to have travelled along the south side of Round Lake, rather than north of that lake); two undetermined railroad grades in the southeast part of the county (linked to the T. D. Stimson Railroad); a Grand Rapids & Indiana Railroad branch (northeast of Jennings); the Vogel Tramroad; Watson Brothers Railroad; Hovey & McCracken railroad; Simeon Babcock & Company Railroad (removed); Blodgett Railroad.

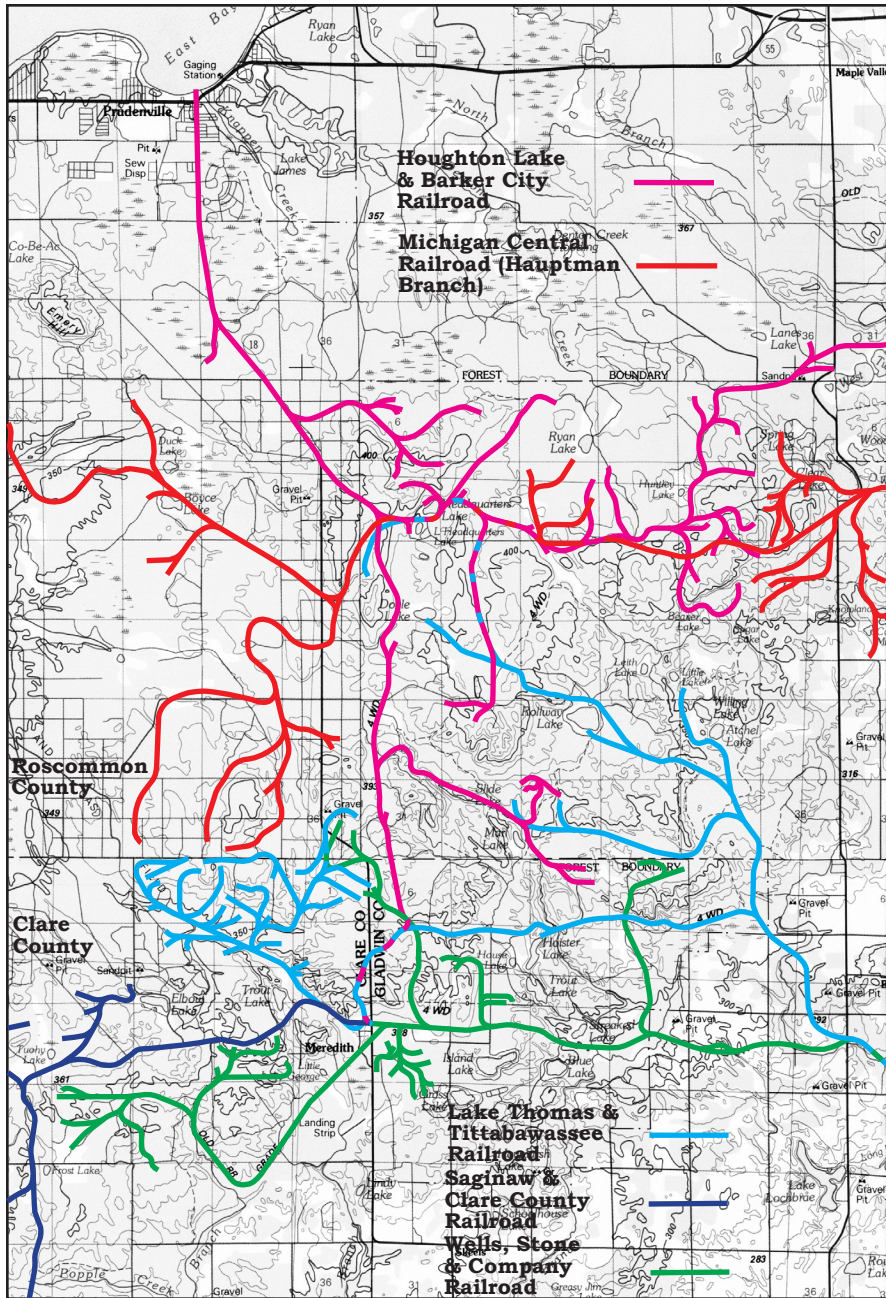
Newaygo County – Burgess & Ladner Railroad; location of “Baird’s,” Troy Lumber Company Railroad.

Oceana County – South Side Railroad (log dump relocated to Section 12, Township 16 North, Range 15 West); log dump of the Covell Brothers Railroad.

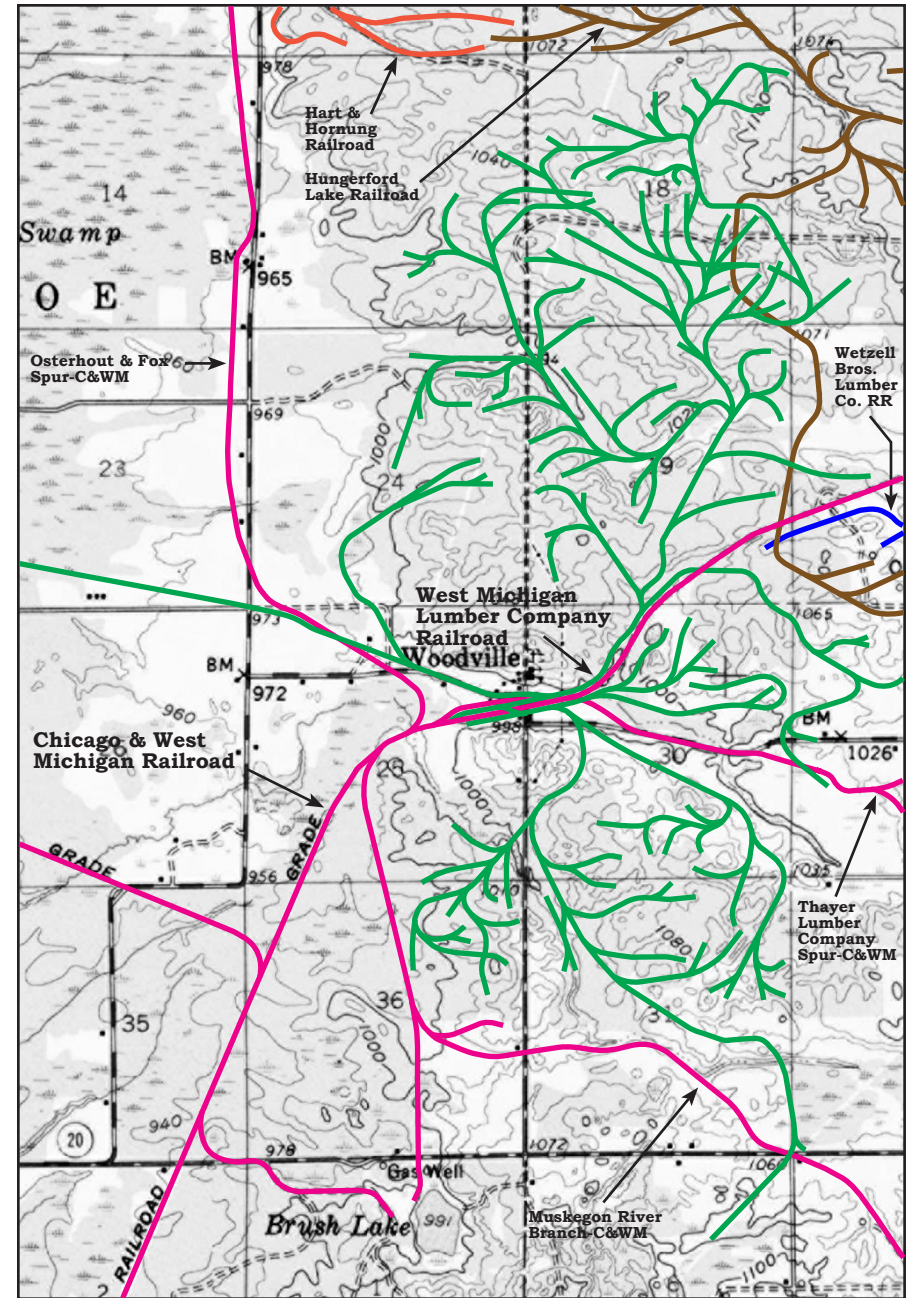
Ogemaw County – Au Sable & Northwestern Railroad; Robinson Railroad; Prescott-Miller Branch of Detroit & Mackinac Railway.

Wexford County – Louis Sands Salt & Lumber Company (new grade added); Bond’s Mill Railroad; Cummer Lumber Company Railroad grade; Cadillac & Northeastern Railroad.



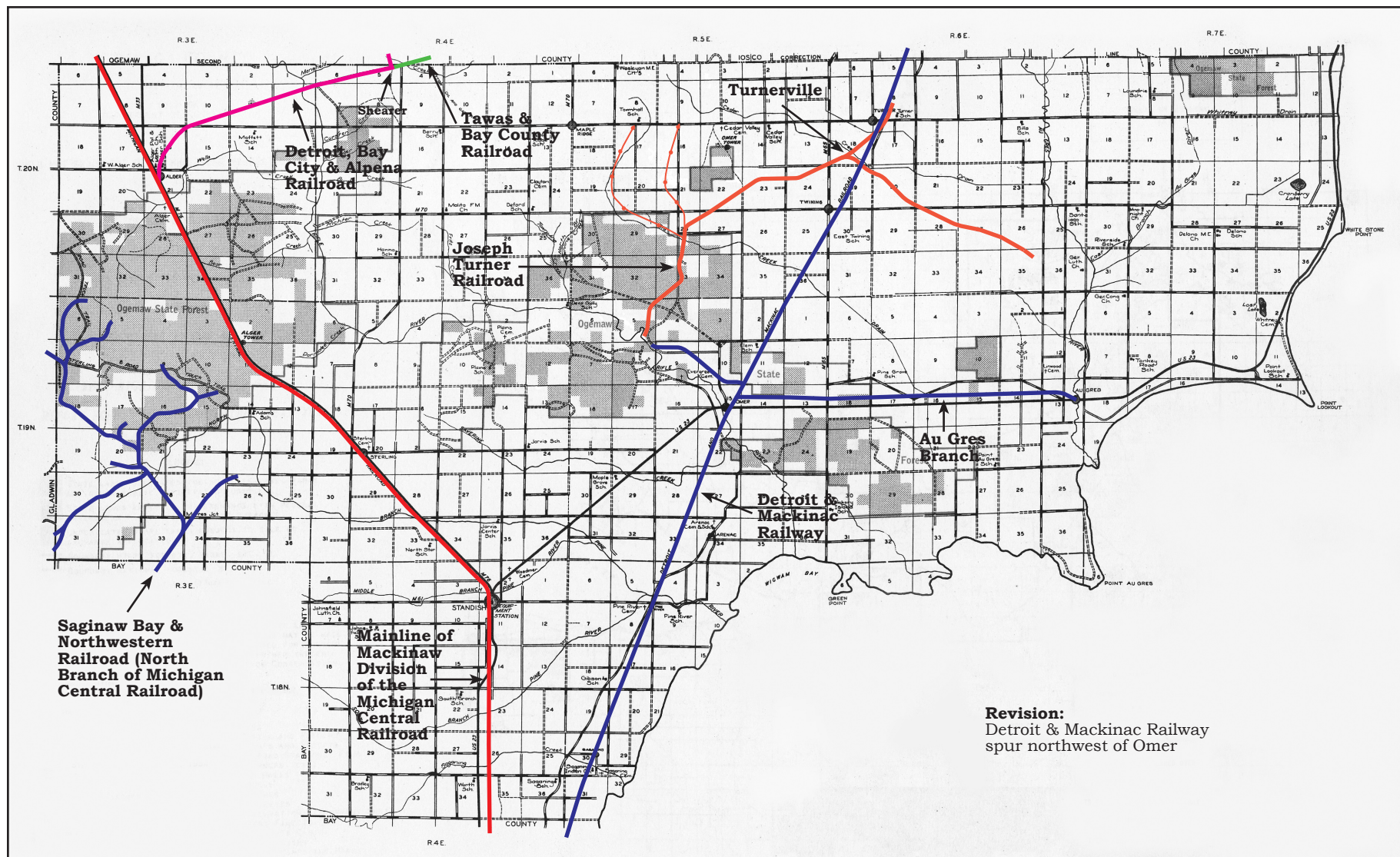


Railroads at Meredith (Clare County)



Railroads at Woodville (Newaygo County)

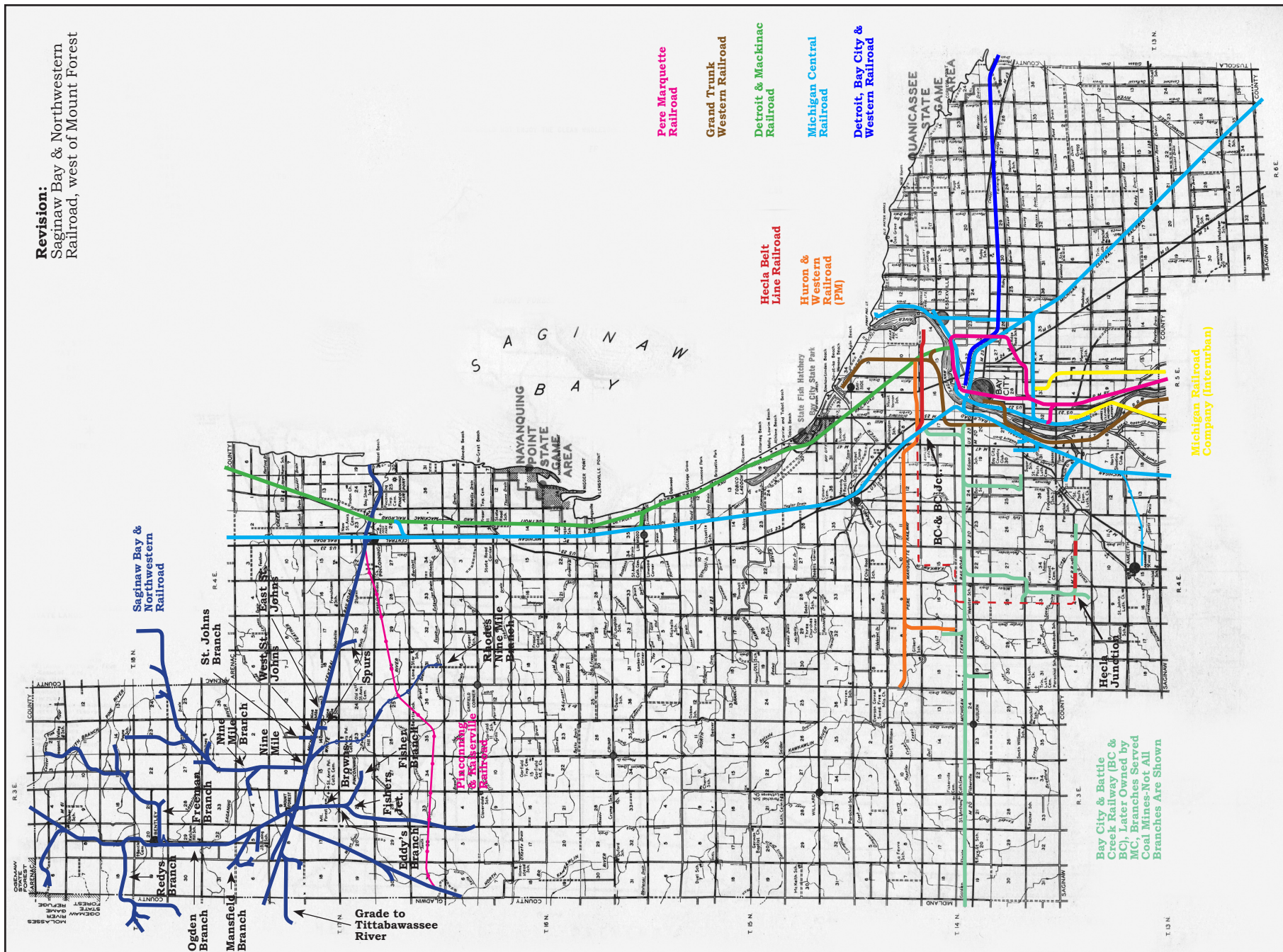




## Arenac County Railroads

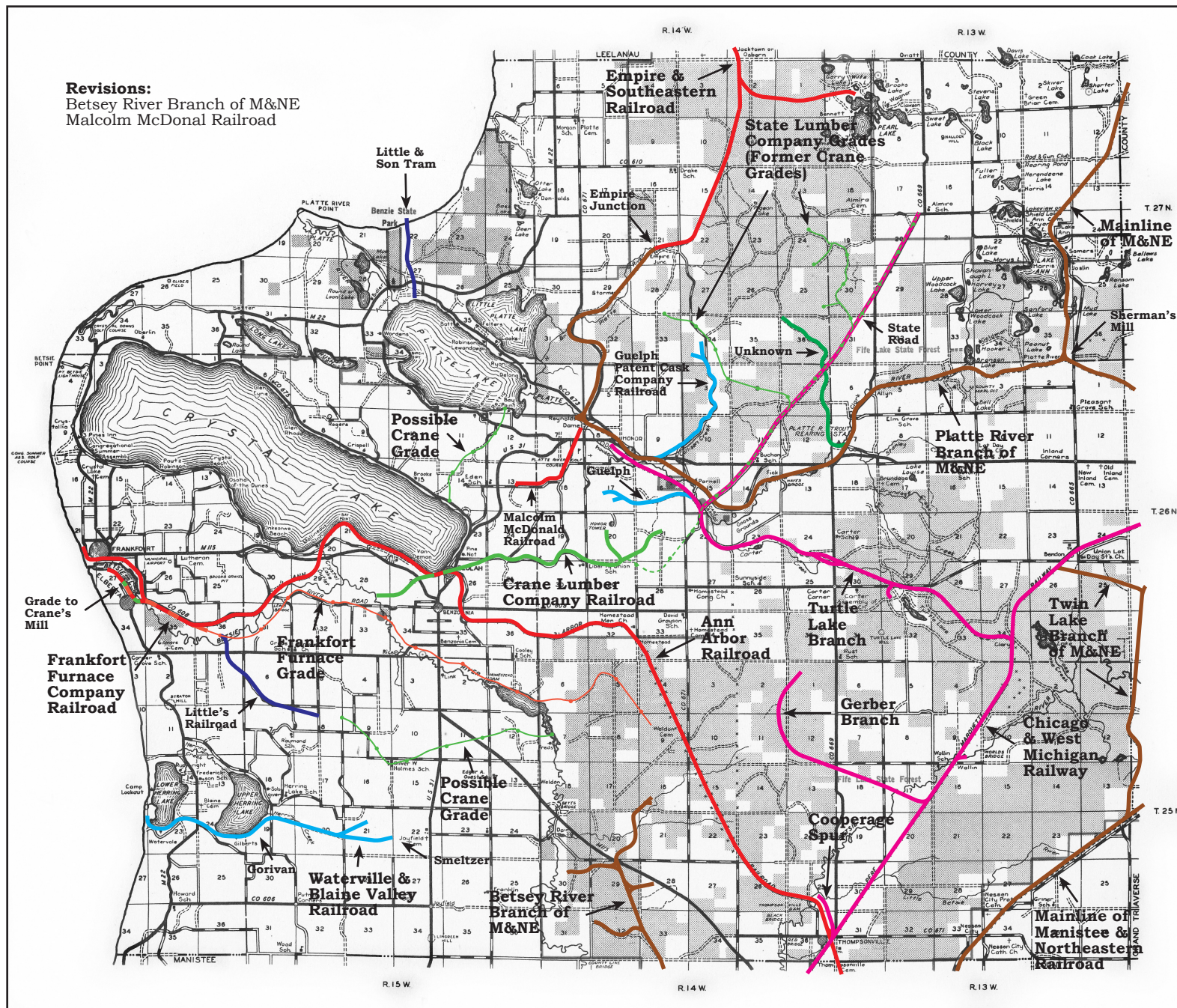


**Revision:**  
Saginaw Bay & Northwestern  
Railroad, west of Mount Forest



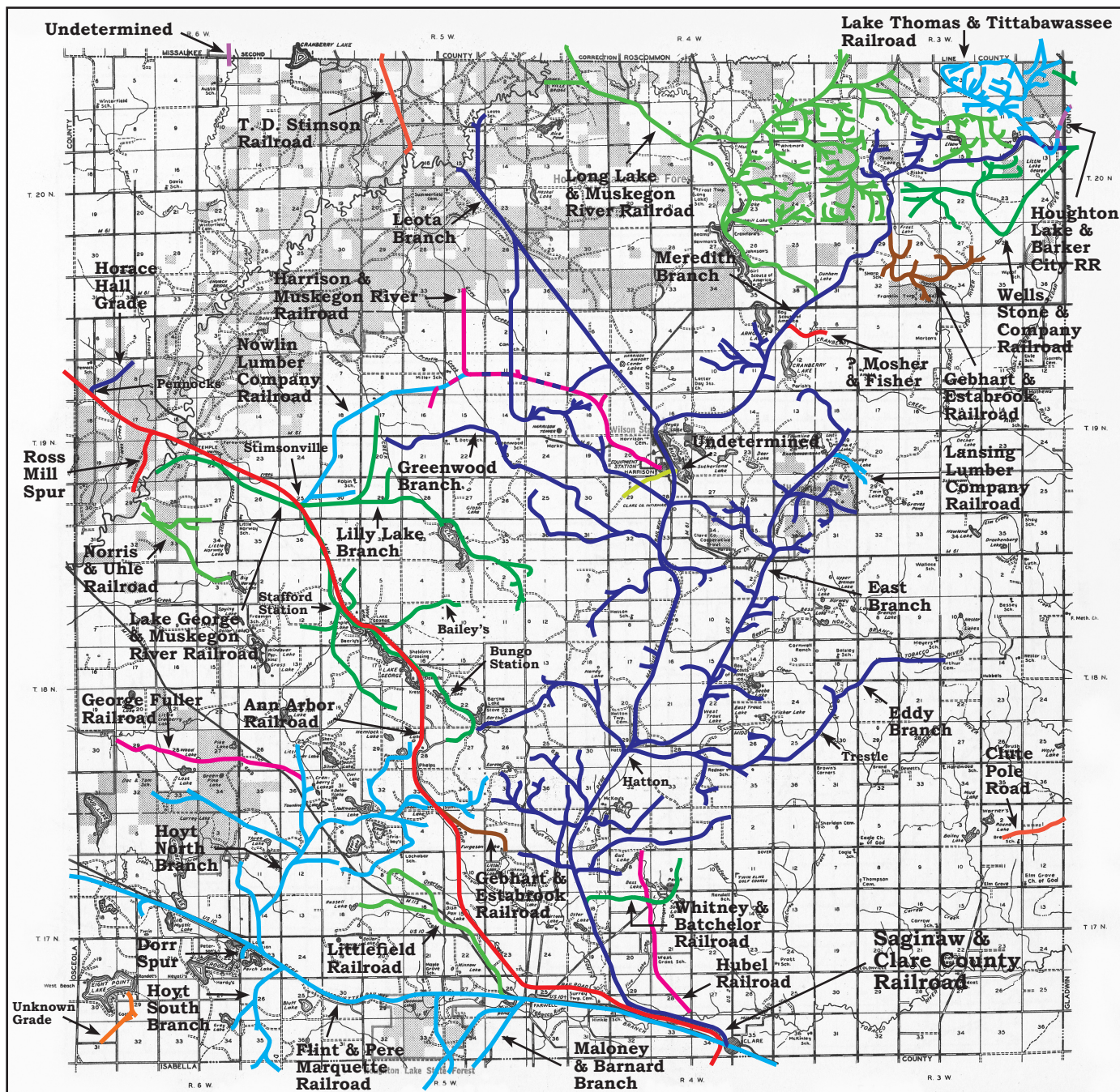
## Bay County Railroads





## Benzie County Railroads



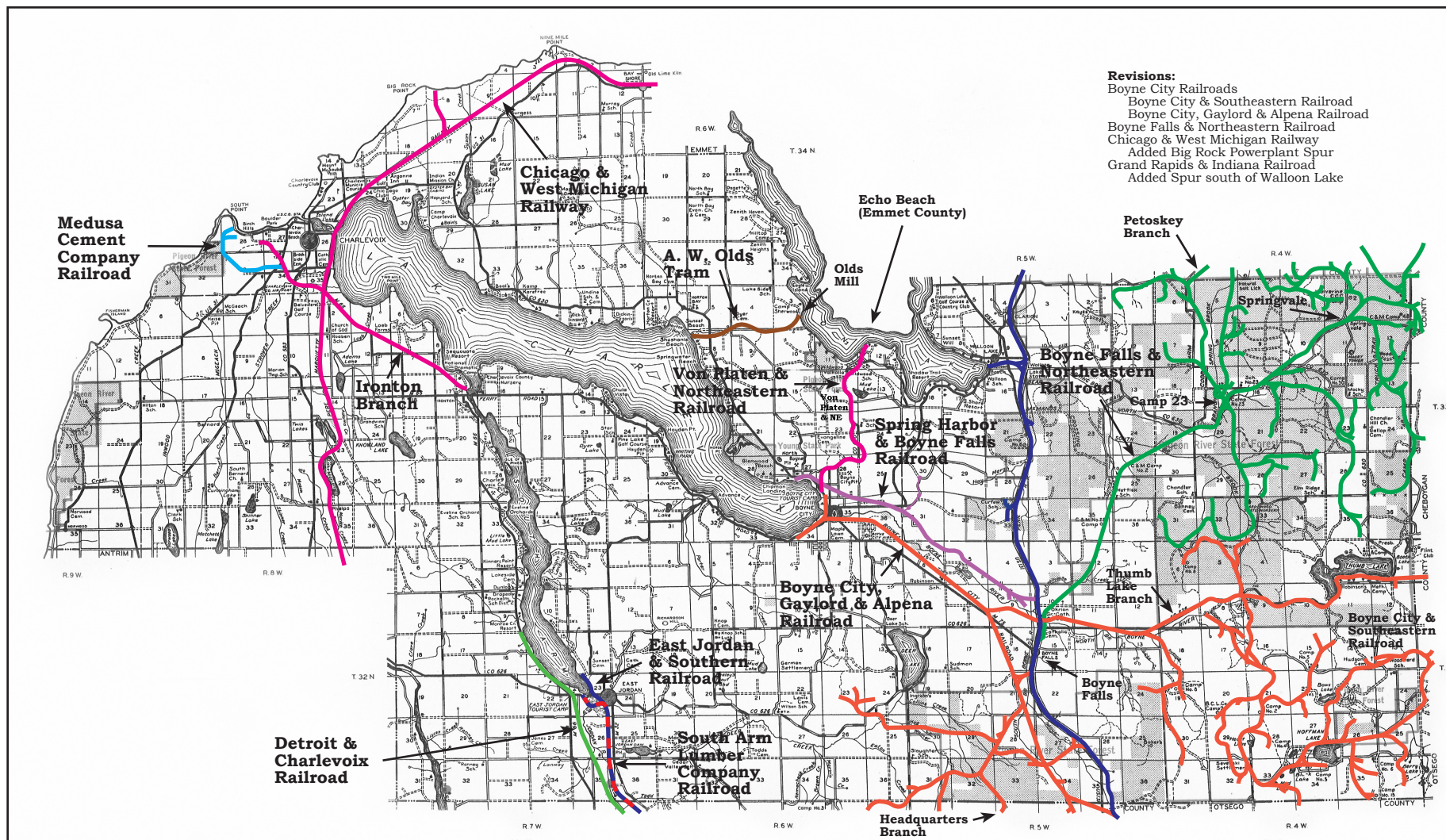


#### Revisions:

Saginaw & Clare County RR  
 Wells Stone & Company RR  
 Mosher & Fisher  
 Gebhart & Estabrook RR  
 Whitney & Batchelor RR  
 Littlefield RR  
 Flint & Pere Marquette RR  
 Maloney & Barnard Branch  
 Hoyt North Branch  
 Hoyt South Branch  
 Norris & Uhle RR  
 Ann Arbor RR  
 Ross Mill Spur  
 Harrison & Muskegon River RR  
 Long Lake & Muskegon River RR  
 Lake Thomas & Tittabawassee RR  
 Lake George & Muskegon River RR

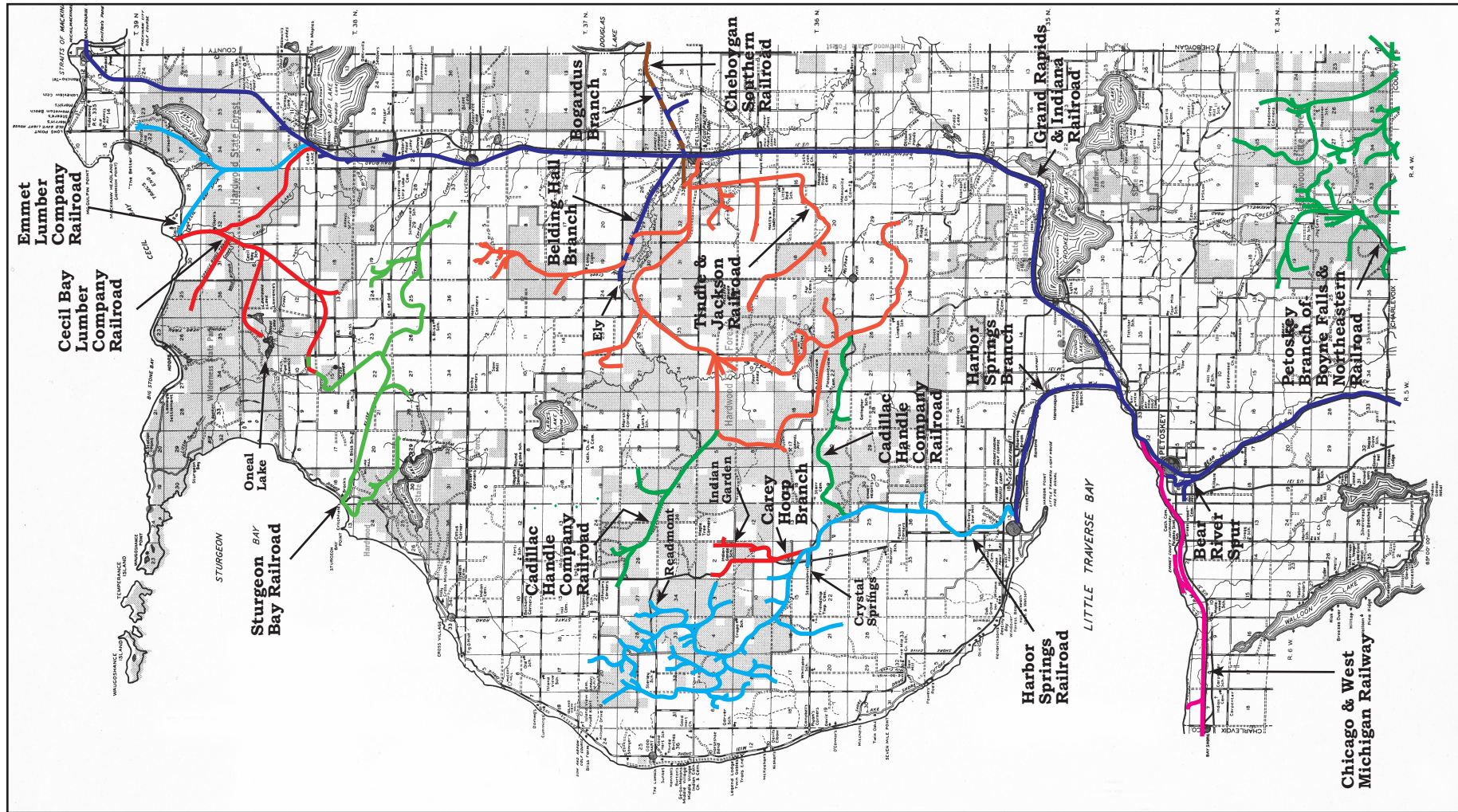
Clare County Railroads





Charlevoix County Railroads





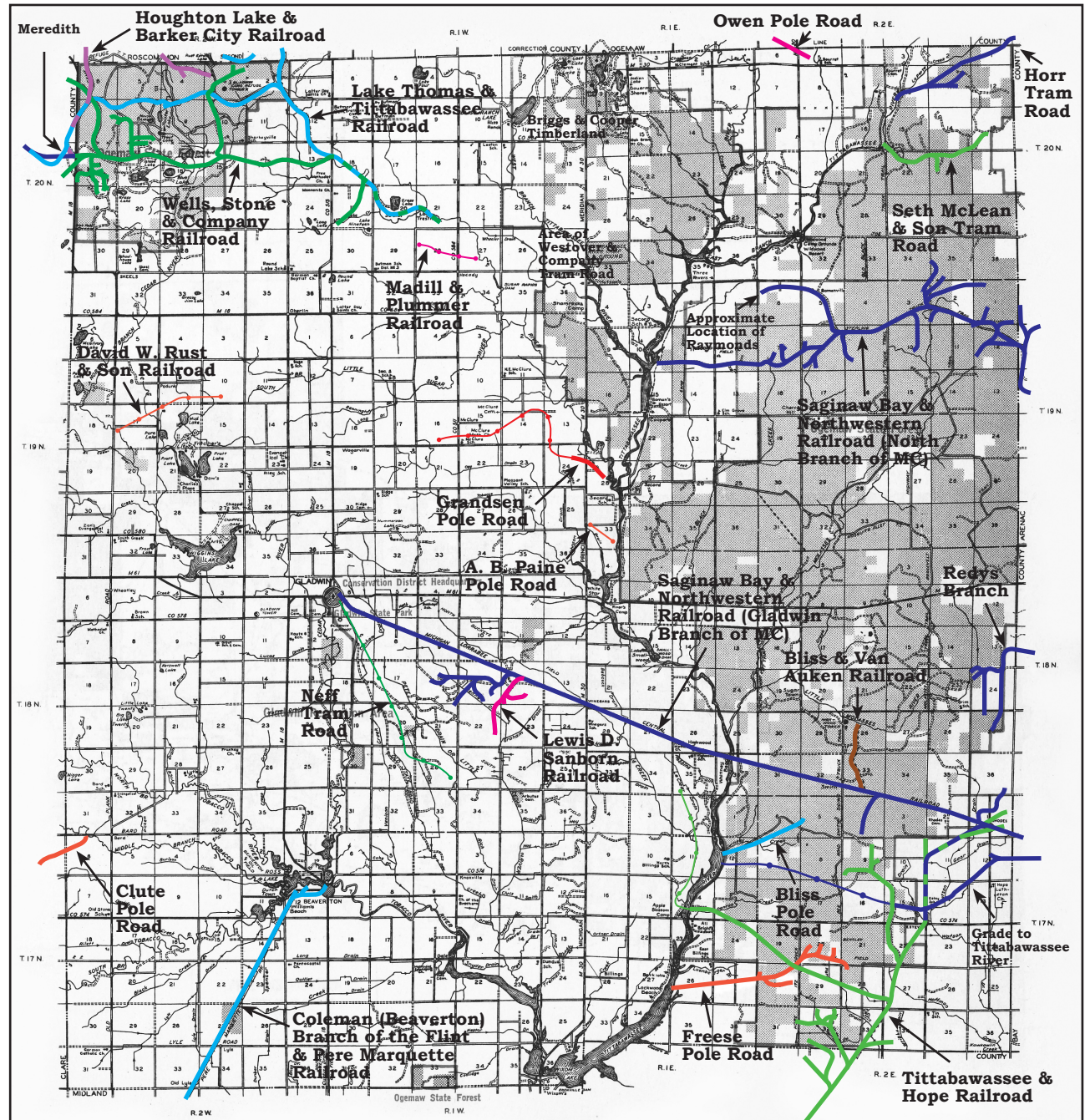
**Revisions:**  
 Boyne Falls & Northeastern Railroad  
 Chicago & West Michigan Railroad  
 Added Quarry Spur  
 Cadillac Handle Company Railroad  
 Harbor Springs Railroad  
 Carey Hoop Branch  
 Tindley & Jackson Railroad  
 Cheboygan Southern Railroad  
 Sturgeon Bay Railroad  
 Emmet Lumber Company Railroad

## Emmet County Railroads



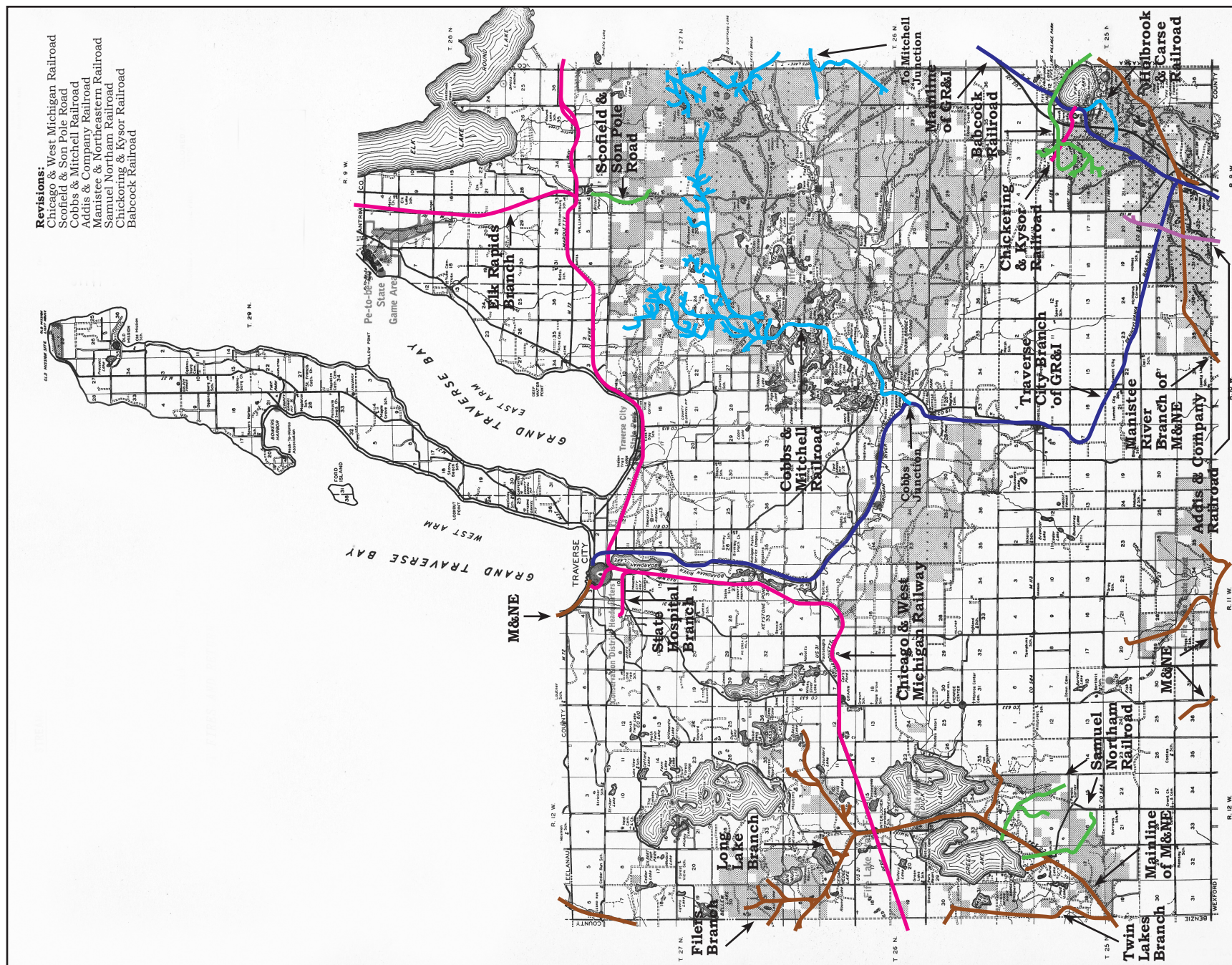
**Revisions:**

Houghton Lake & Barker City Railroad  
 Lake Thomas & Tittabawassee Railroad  
 Wells, Stone & Company Railroad  
 Grandsen Pole Road  
 Horr Tram Road  
 Seth McLean & Son Tram Road  
 Saginaw Bay & Northwestern Railroad  
 Lewis D. Sanborn Railroad  
 Bliss Pole Road  
 Freese Pole Road  
 Tittabawassee & Hope Railroad



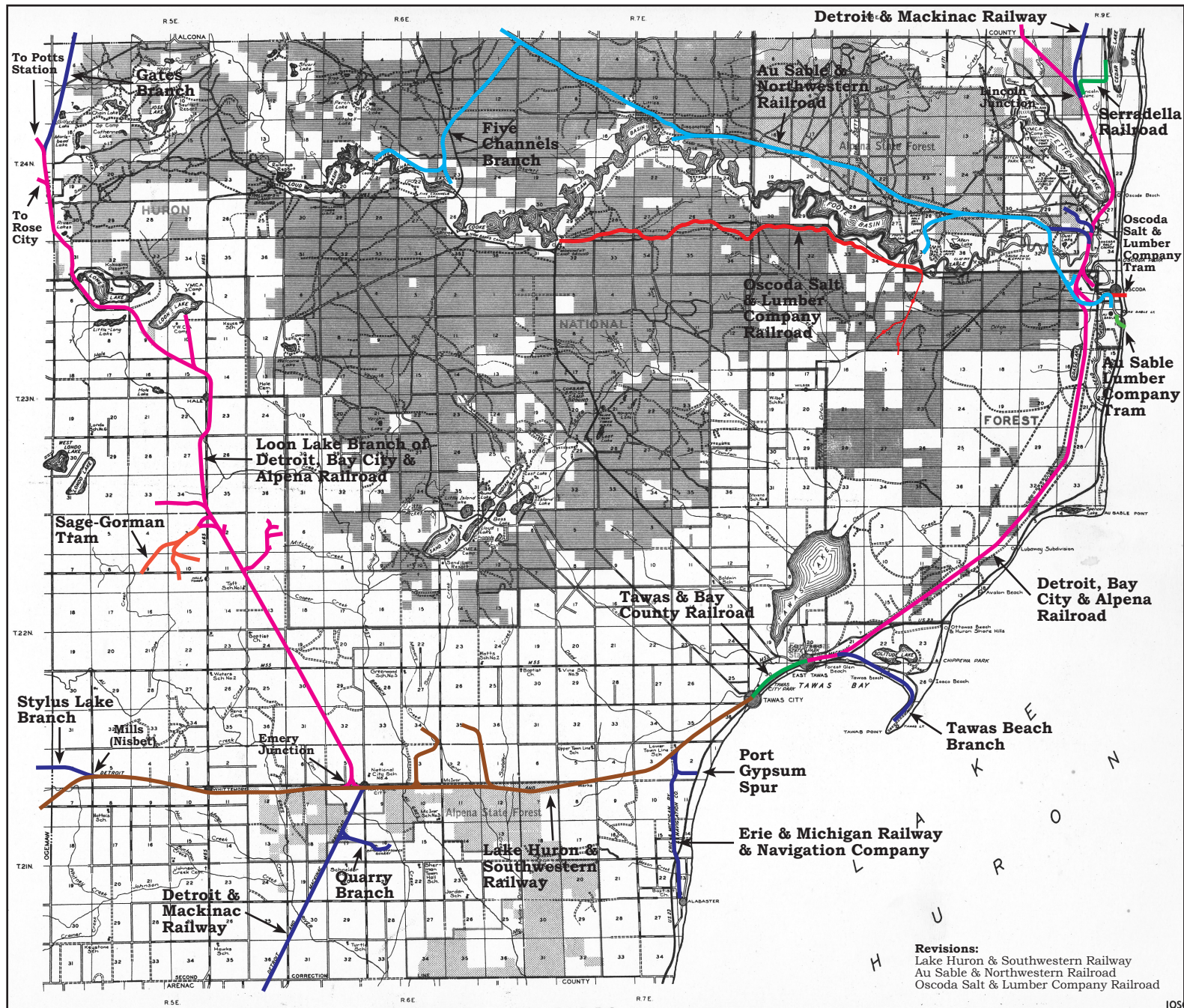
Gladwin County Railroads





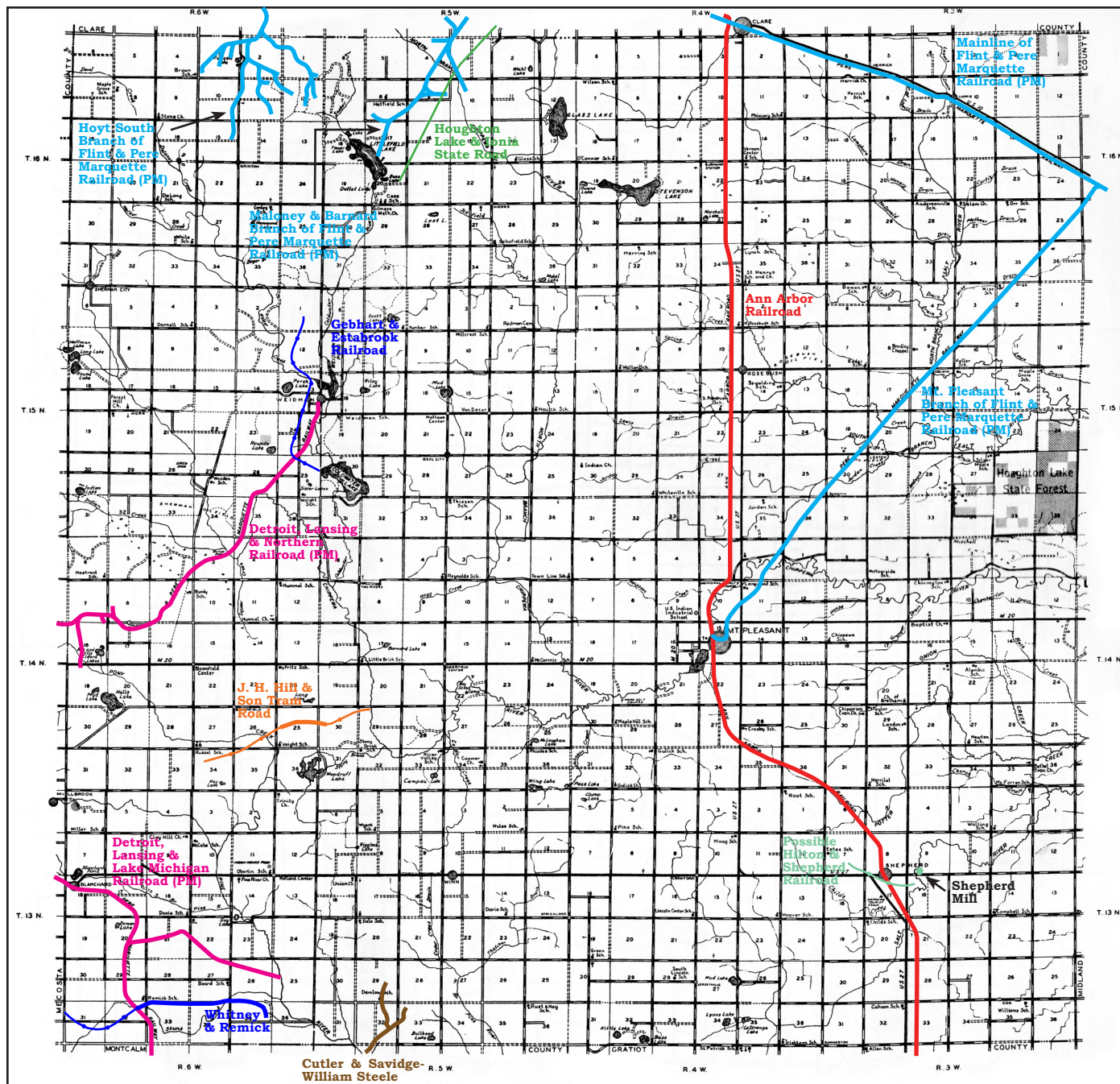
Grand Traverse County Railroads





## Iosco County Railroads





**Revisions:**  
 Cutler & Savidge-William Steele Railroad  
 Whitney & Remick Railroad  
 J. H. Hill & Son Tram Road  
 Flint & Pere Marquette Railroad  
 Hoyt South Branch  
 Maloney & Barnard Branch

## Isabella County Railroads

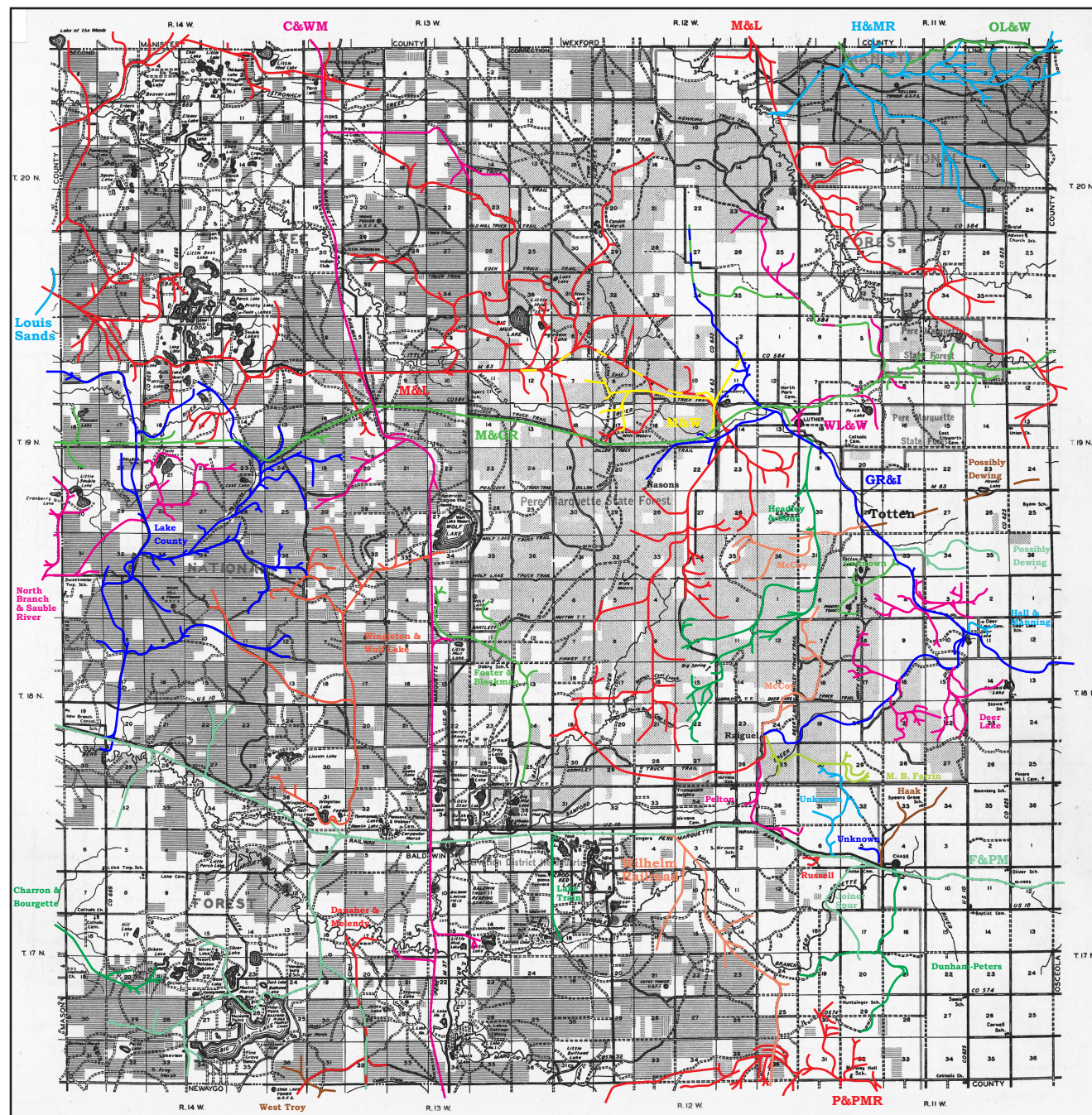


# Revisions:

Chicago & West Michigan Railroad  
 Flint & Pere Marquette Railroad  
 Joiner Spur  
 Star Lake Branch  
 Grand Rapids & Indiana Railroad  
 Manistee & Grand Rapids Railroad  
 Manistee & Luther Railroad  
 Marthinson & White-(Copley & Manistee) Railroad  
 Hobart & Manistee River Railroad  
 Osceola, Lake & Wexford Railroad  
 Wilson, Luther & Wilson Railroad  
 Headley & Sons Railroad  
 Deer Lake Logging Railroad  
 Haak Railroad  
 Dewing & Son Railroad  
 Pelton Railroad  
 McCoy Railroad  
 Dunham-Peters & Company Railroad  
 Paris & Pere Marquette Railroad  
 Russell Railroad  
 Danaher & Melendy Lumber Company Railroad  
 Charron & Bourgette Railroad  
 West Troy Lumber Company Railroad  
 Wingleton & Wolf Lake Railroad  
 Lake County Railroad  
 North Branch & Sauble River Railroad

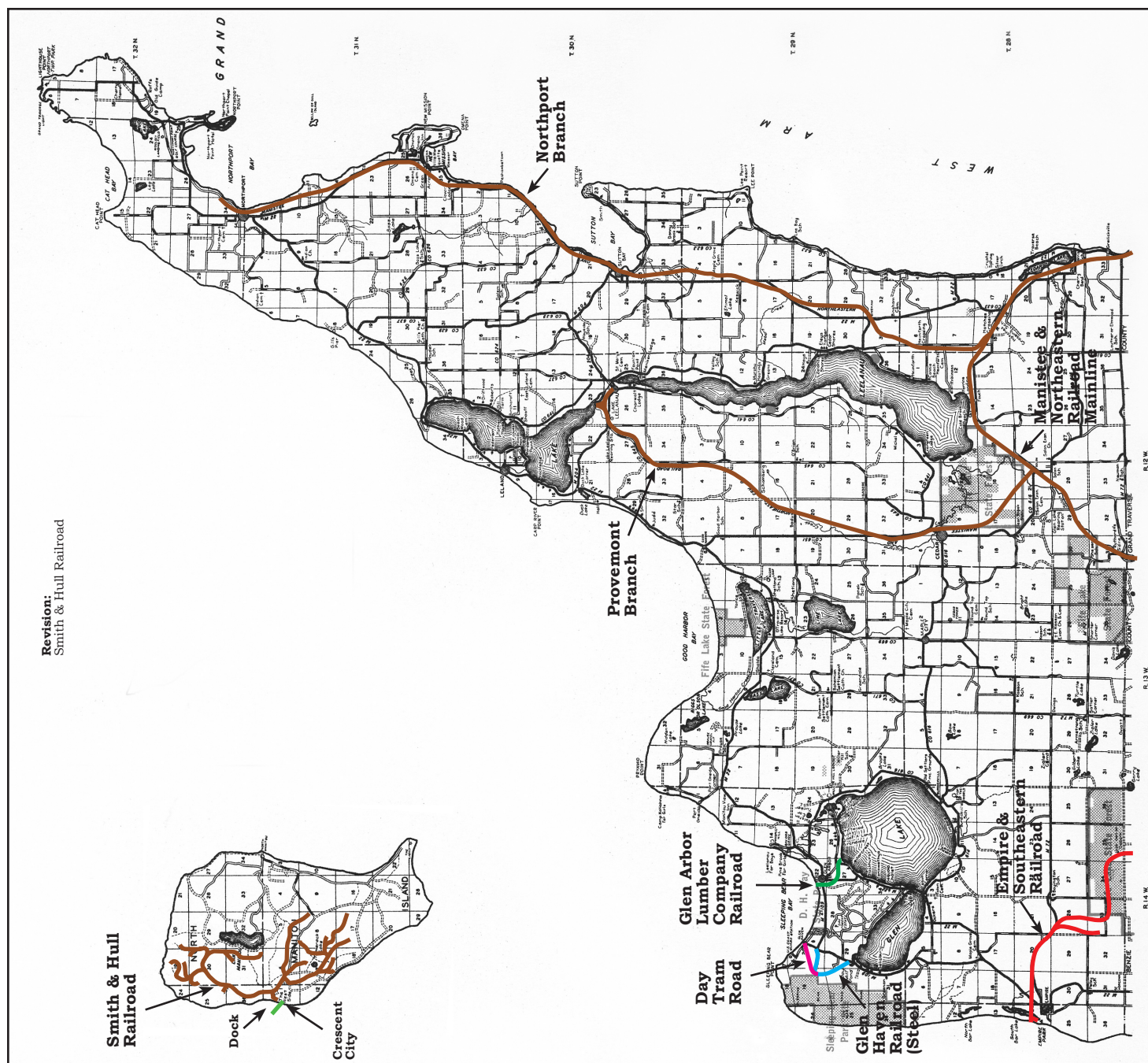
# Added:

Foster & Blackman Railroad



Lake County Railroads

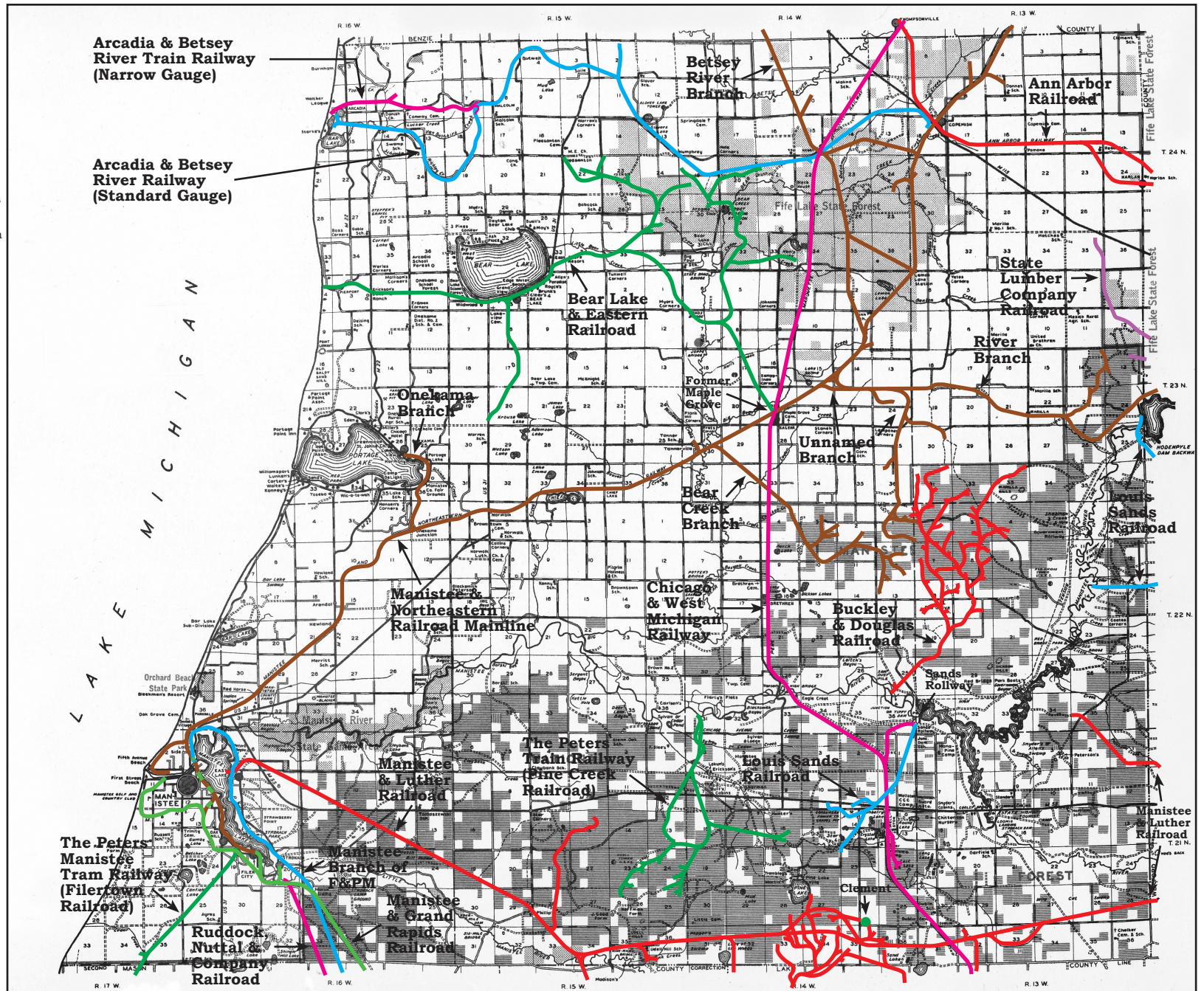






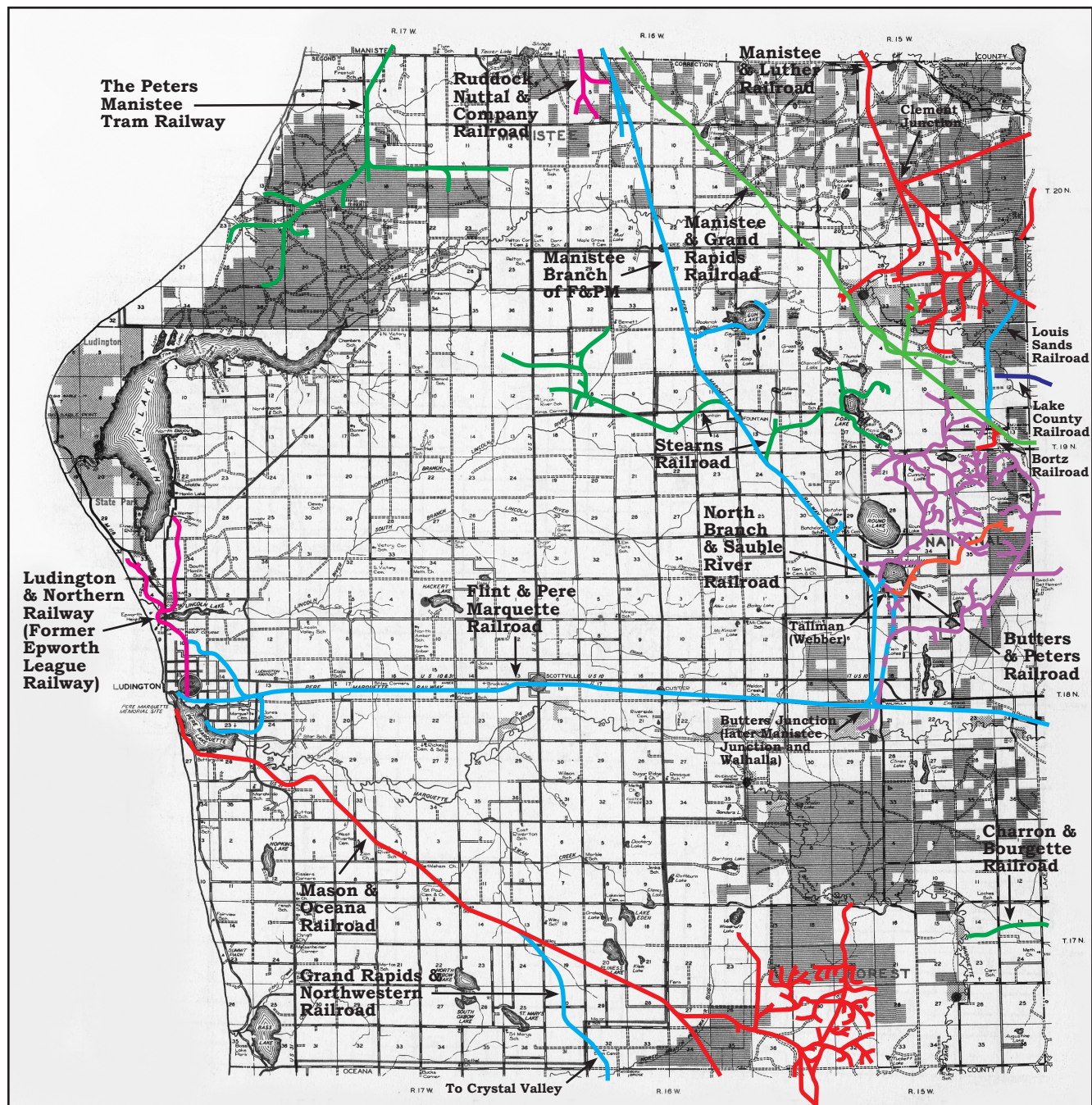
# Revisions:

Arcadia & Betsey River Train Railway  
 Train Railway  
 Railway  
 Bear Lake & Eastern  
 State Lumber Company  
 Louis Sands Railroad  
 Third R-of-W found  
 Buckley & Douglas  
 Railroad  
 Manistee & Northeastern  
 Railroad  
 Manistee & Luther  
 Railroad  
 Manistee & Luther  
 Railroad  
 Manistee & Grand Rapids  
 Railroad  
 The Peters Train Railroad  
 The Peters Manistee Tram  
 Railway  
 Chicago & West Michigan  
 Railway  
 Flint & Pere Marquette  
 Railroad  
 Ruddock Nuttal &  
 Company Railroad



Manistee County Railroads





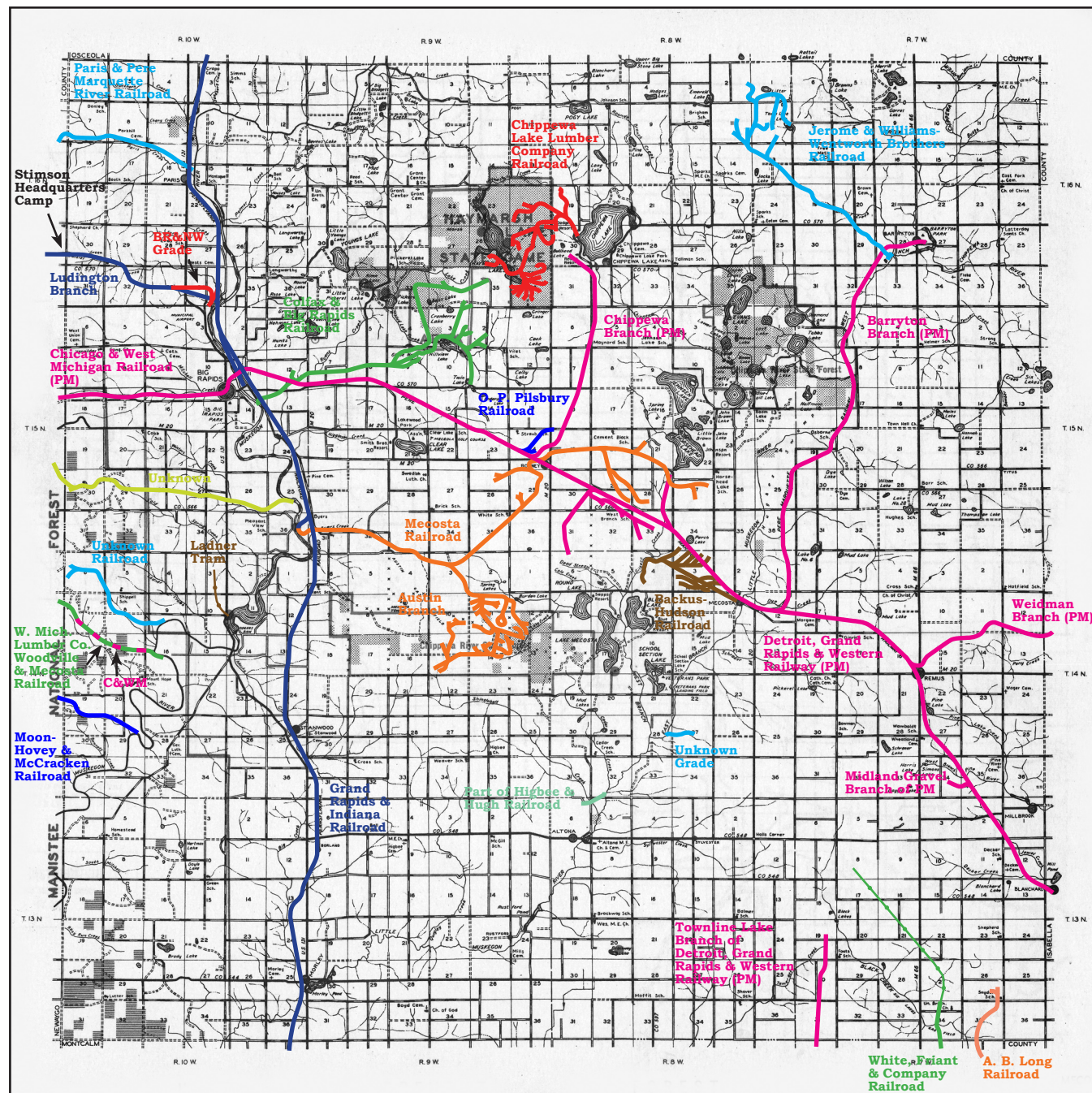
**Revisions:**  
 Manistee & Luther Railroad  
 Bortz Railroad  
 Lake County Railroad  
 Stearns Railroad  
 Ruddock, Nuttal & Company Railroad  
 The Peters Manistee Tram Railway  
 Ludington & Northern Railway  
 Butters & Peters Railroad  
 North Branch & Sauble River Railroad  
 Mason & Oceana Railroad  
 Grand Rapids & Northwestern Railroad  
 Charron & Bourgette Railroad  
 Manistee & Grand Rapids Railroad  
 Flint & Pere Marquette Railroad

## Mason County Railroads



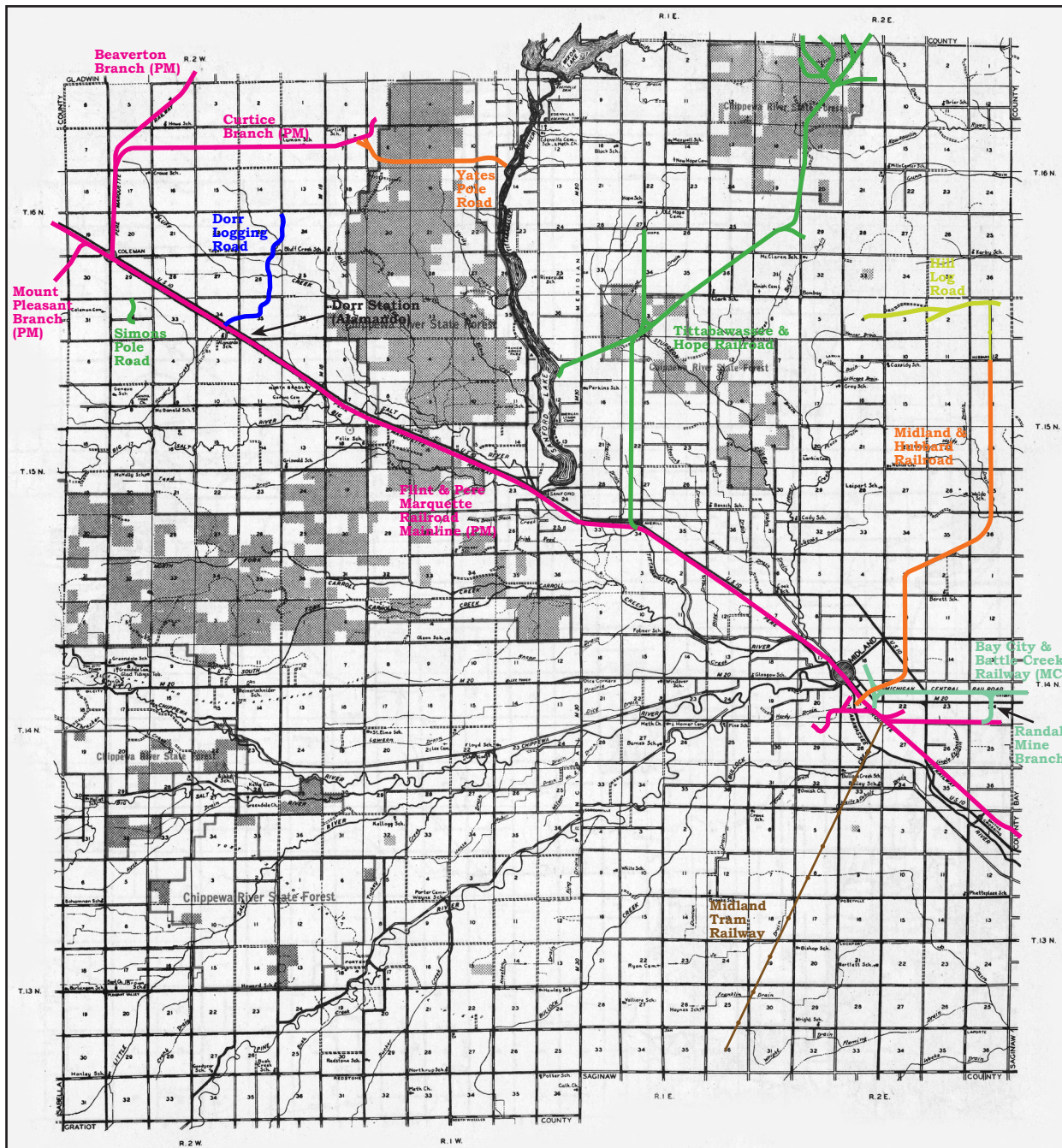
# Revisions:

Paris & Pere Marquette Railroad  
Colfax & Big Rapids Railroad  
O. P. Pillsbury Railroad  
Unknown Railroad (1)  
Unknown Railroad (2)  
Unknown Grade (3)  
Moon-Hovey & McCracken Railroad  
Mecosta Railroad  
Chippewa Lake Lumber Company Railroad  
Jerome & Williams-Wentworth Brothers Railroad  
Bachus-Hudson Railroad  
Higbee & Hugh Railroad



Mecosta County





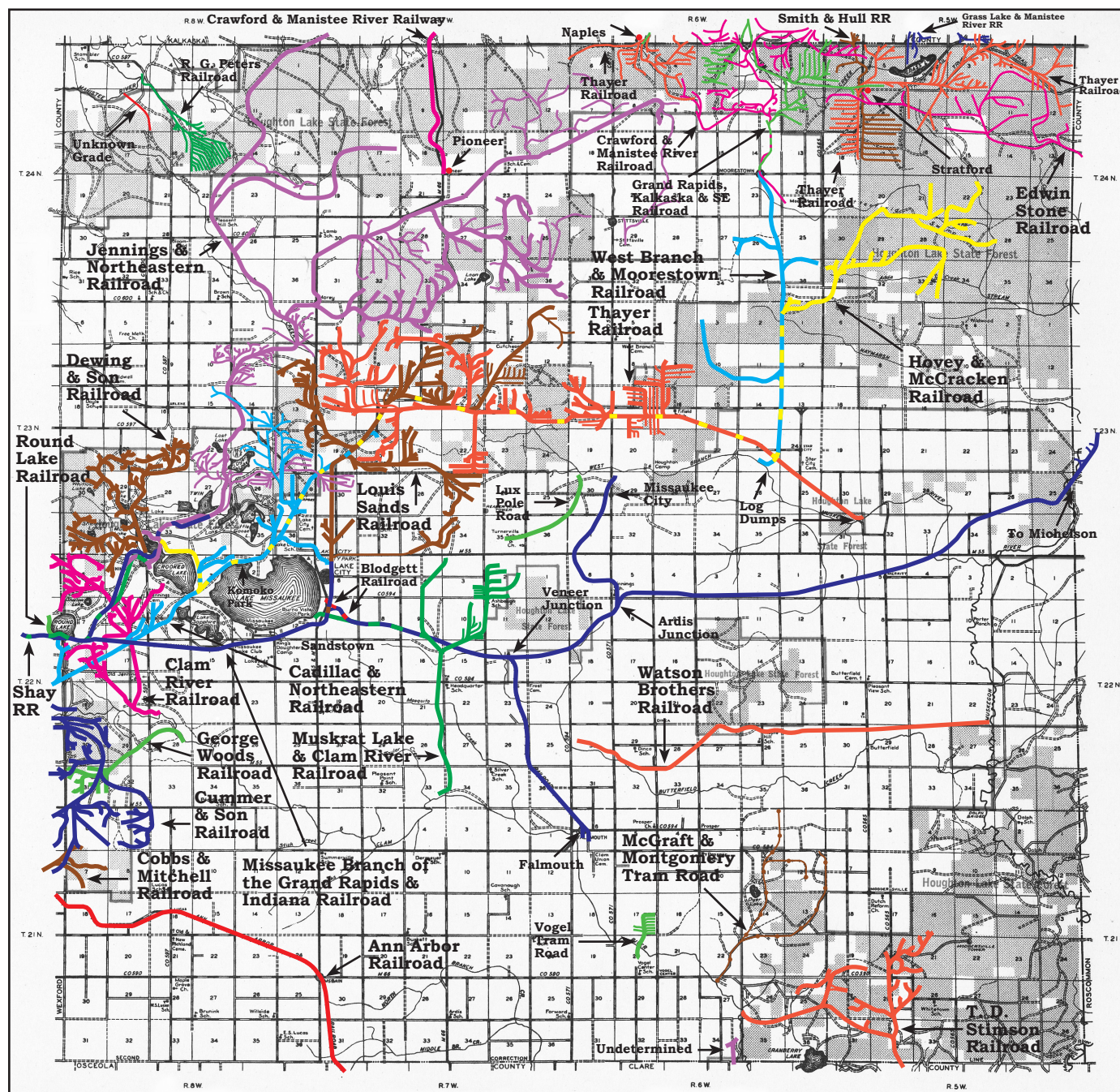
**Revisions:**  
Tittabawassee & Hope Railroad  
Hill Log Road

## Midland County



# Revisions:

All Railroads which appeared on this map have been revised, except the Ann Arbor Railroad, and the undetermined grade in Section 34, Township 21 North, Range 6 West



Missaukee County Railroads

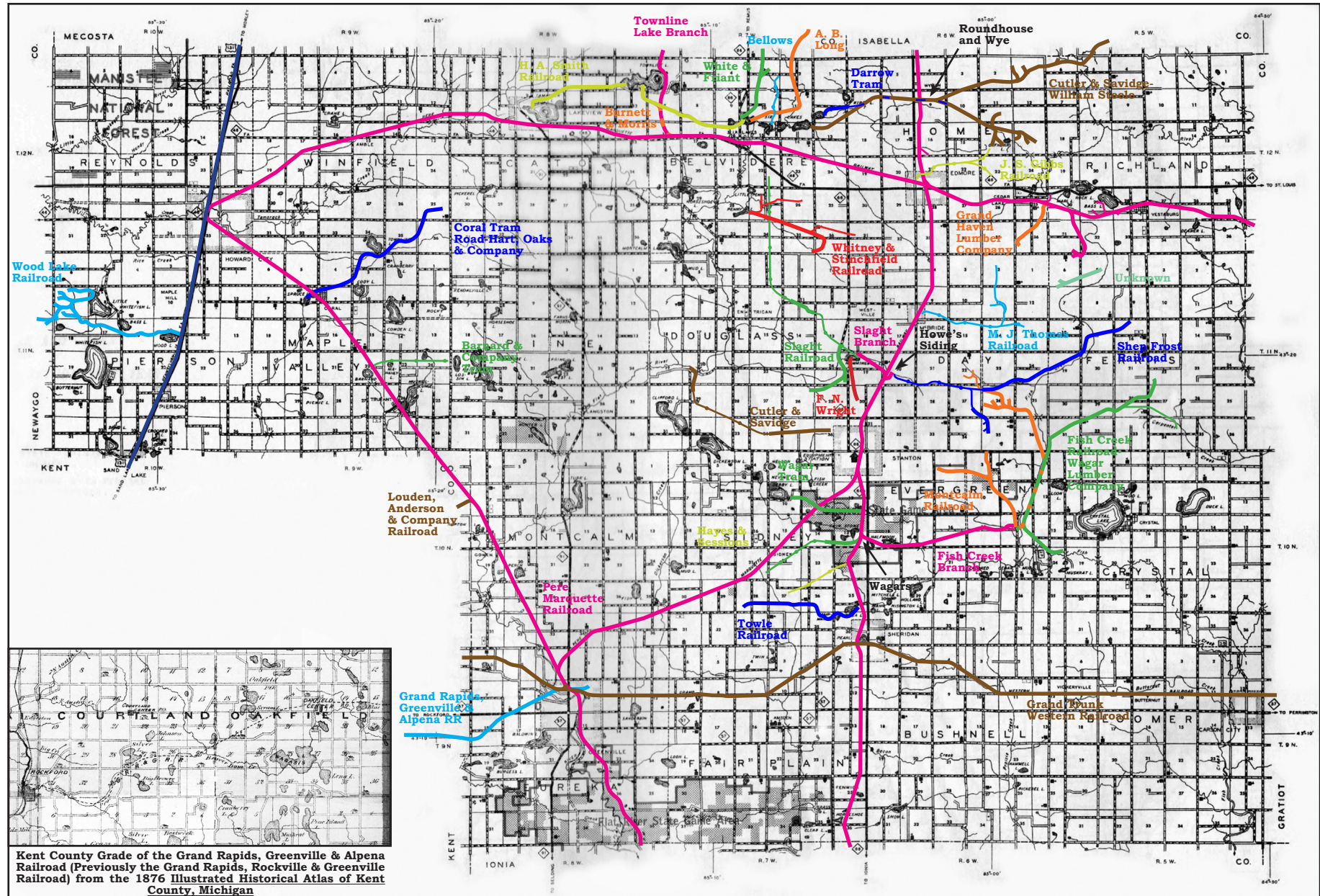


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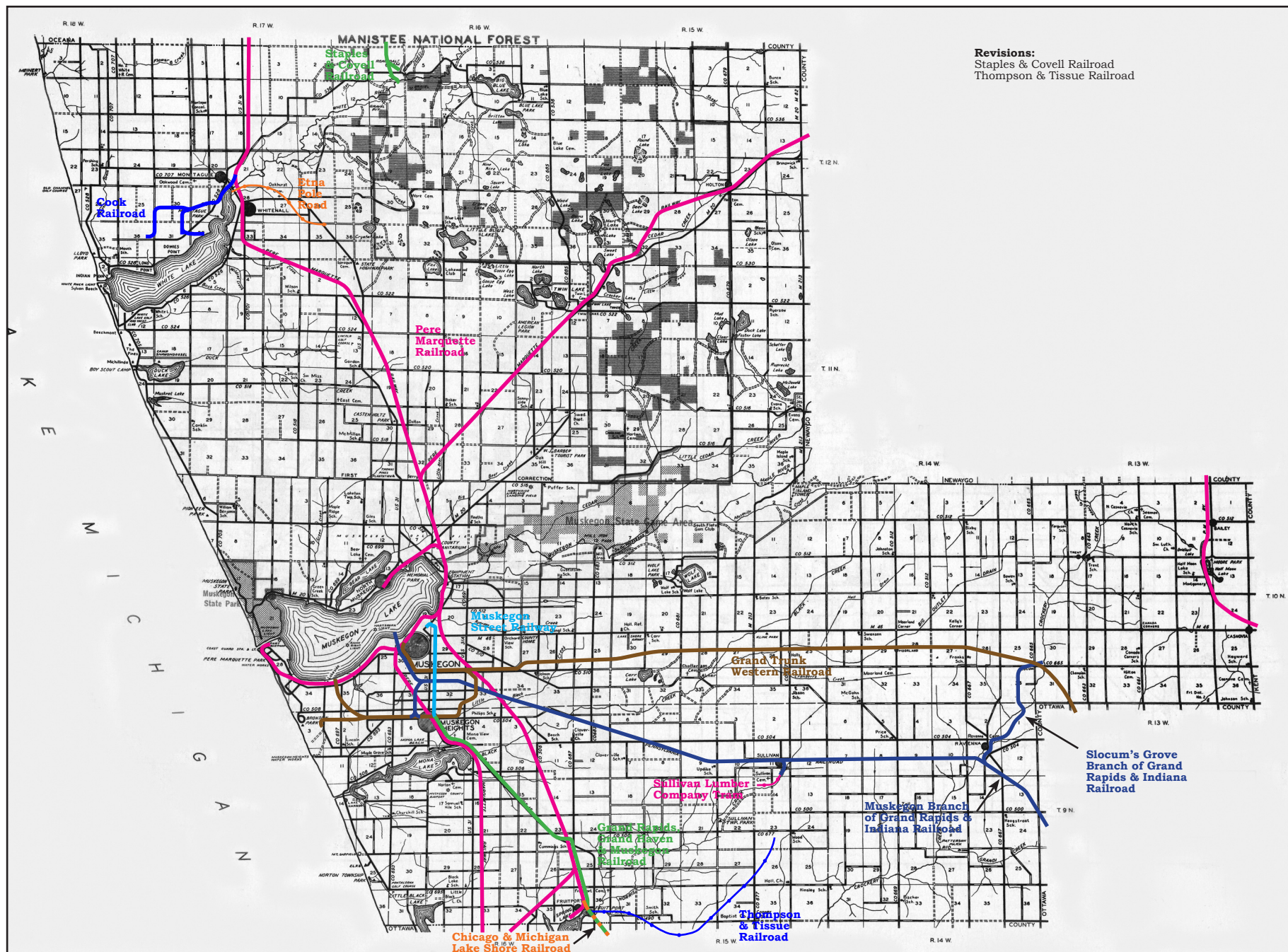
Wood Lake Railroad  
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White & Friant Railroad  
Bellows Railroad  
A. B. Long Railroad  
Cutler & Savidge Railroads  
Coral Tram

Whitney & Stinchfield Railroad  
Grand Haven Lumber Company Railroad  
J. S. Gibbs Railroad  
M. J. Thomas Railroad  
Slaght Railroad  
Shep Frost Railroad  
Wagar Lumber Company Railroad  
Montcalm Railroad

Hayes & Sessions Railroad  
Towle Railroad  
Grand Rapids, Greenville & Alpena Railroad

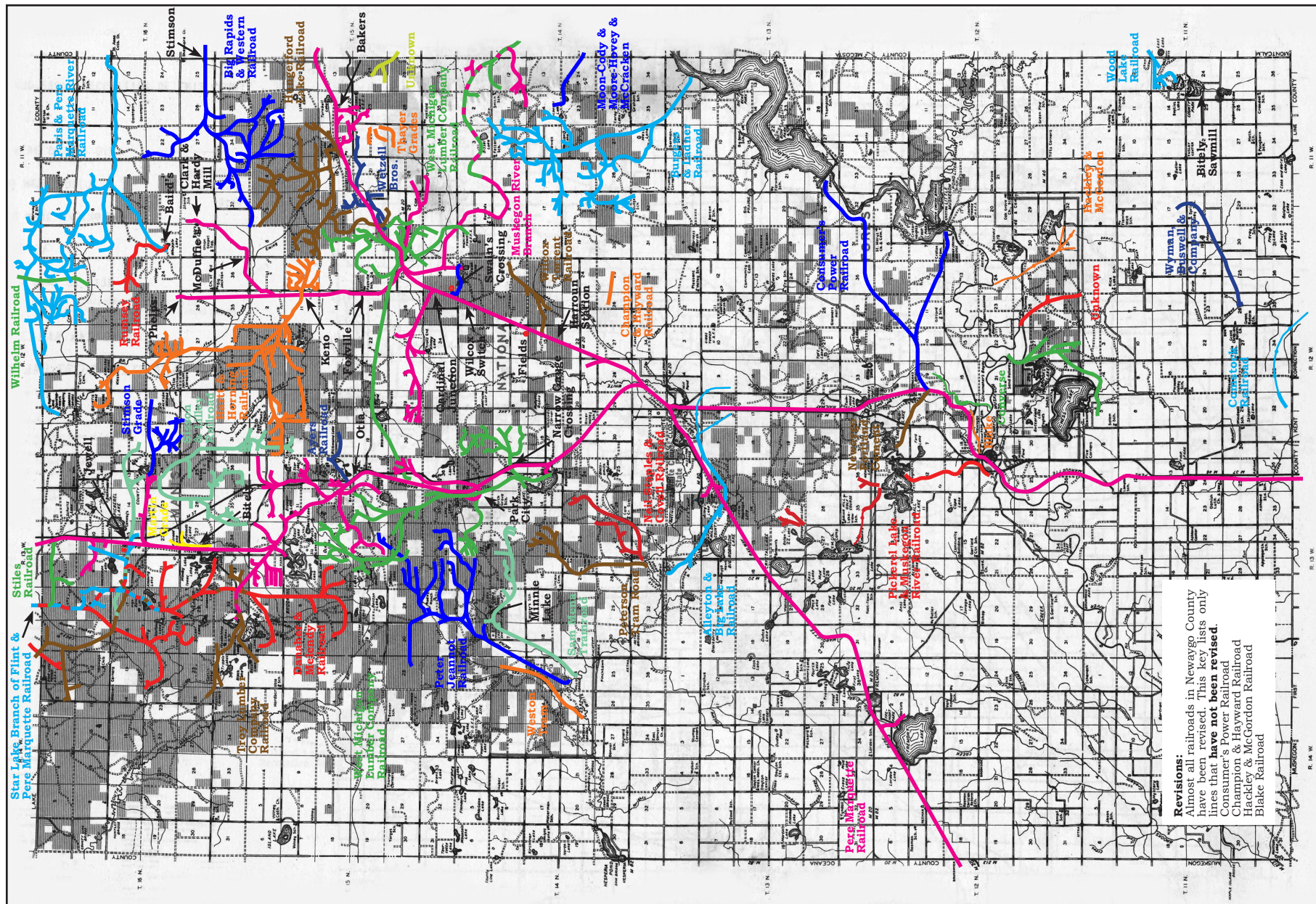






## Muskegon County

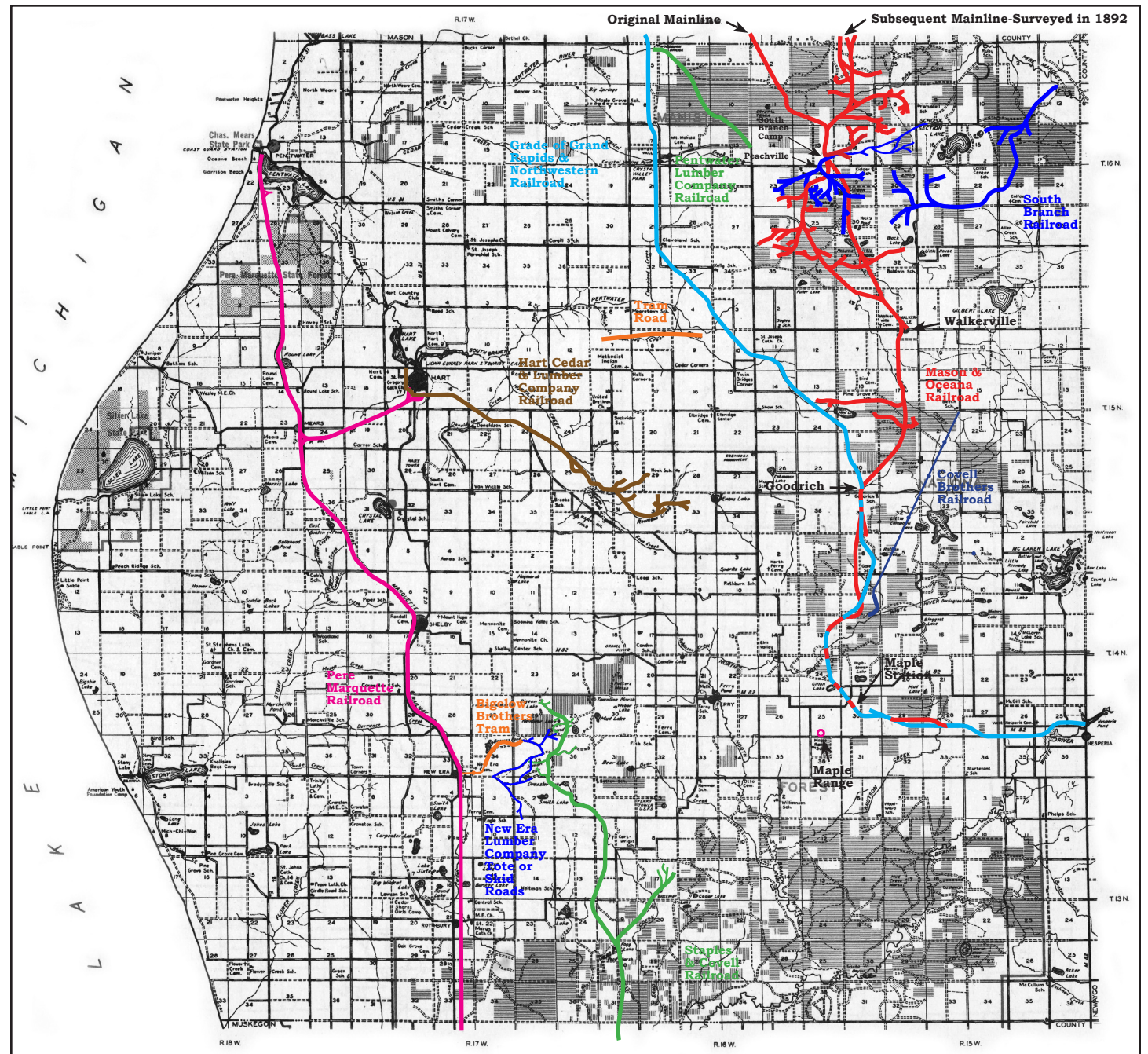




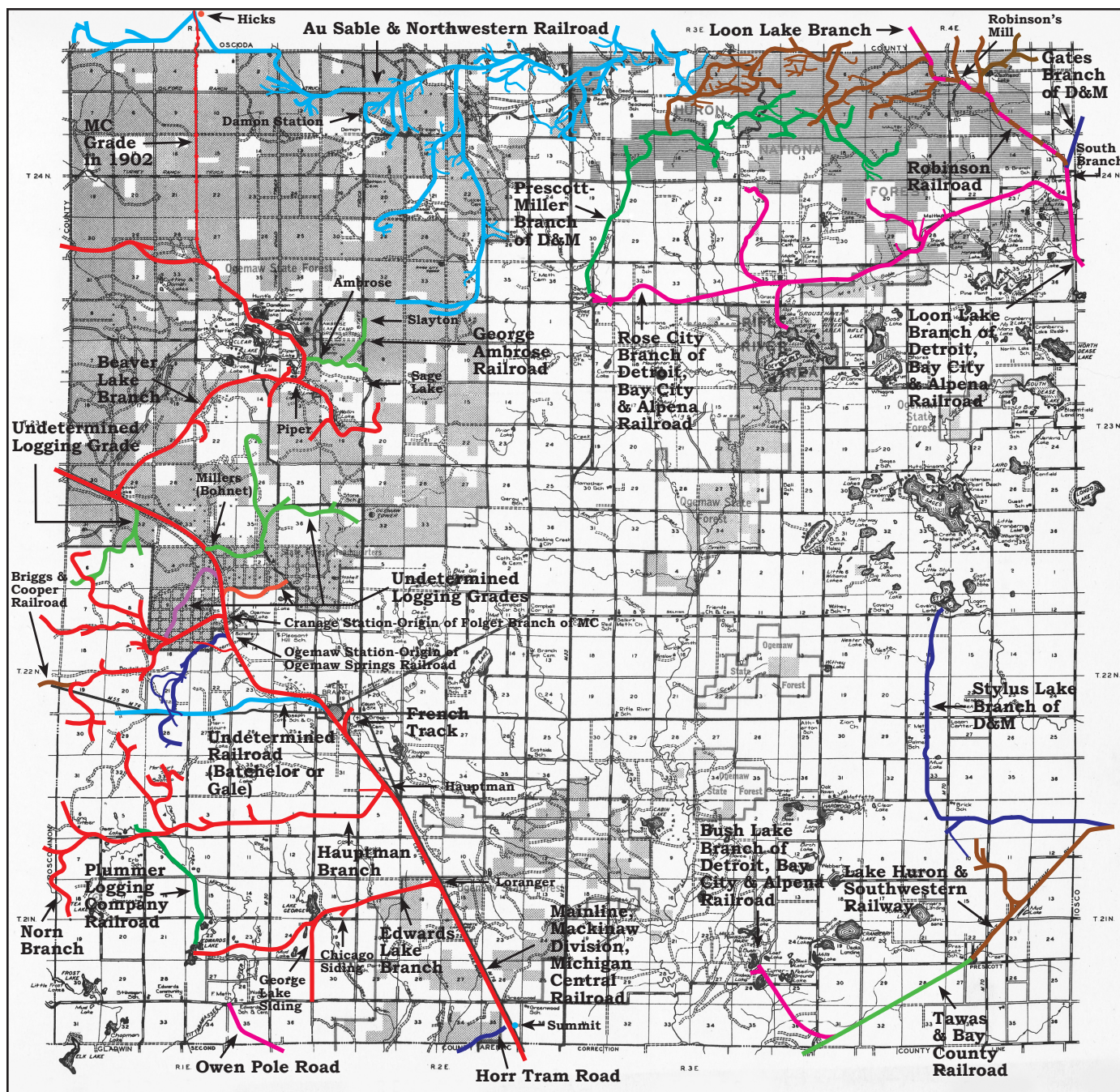
# Newaygo County Railroads



**Revisions:**  
Mason & Oceana Railroad  
South Branch Railroad  
Hart Cedar & Lumber Company Railroad  
Covell Brothers Railroad  
Staples & Covell Railroad  
Bigelow Brothers Tram  
New Era Lumber Company







**Revisions:**

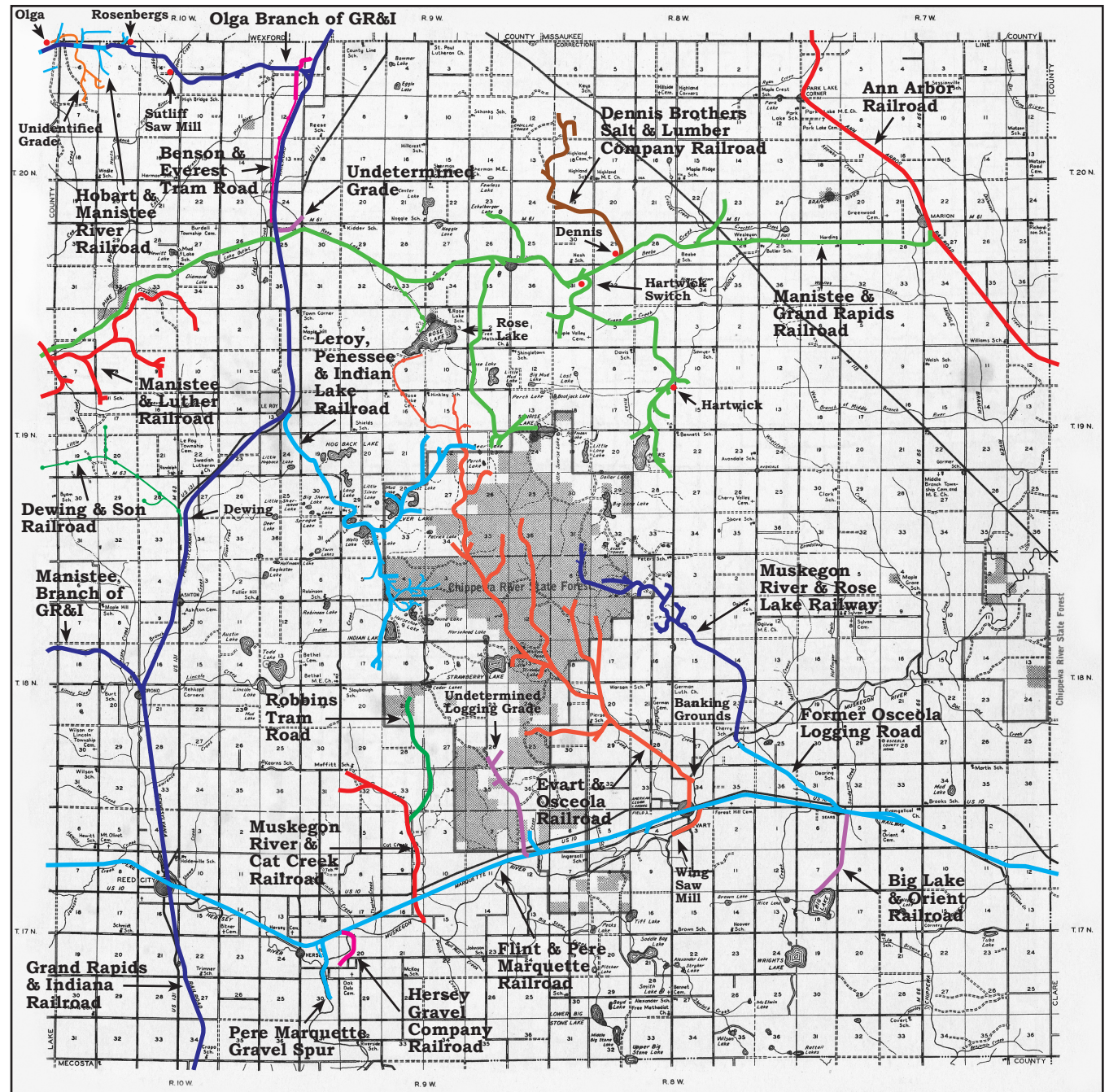
1902 MC grade  
Various other MC branches  
Gates Branch of D&M  
Prescott-Miller Branch of D&M  
Au Sable & Northwestern Railroad  
Robinson Railroad  
Lake Huron & Southwestern Railway  
Bush Lake Branch of DBC&A  
Horr Tram Road  
Batchelor or Gale Railroad  
Undetermined logging grades around Cranage  
George Ambrose Railroad

# Ogemaw County Railroads



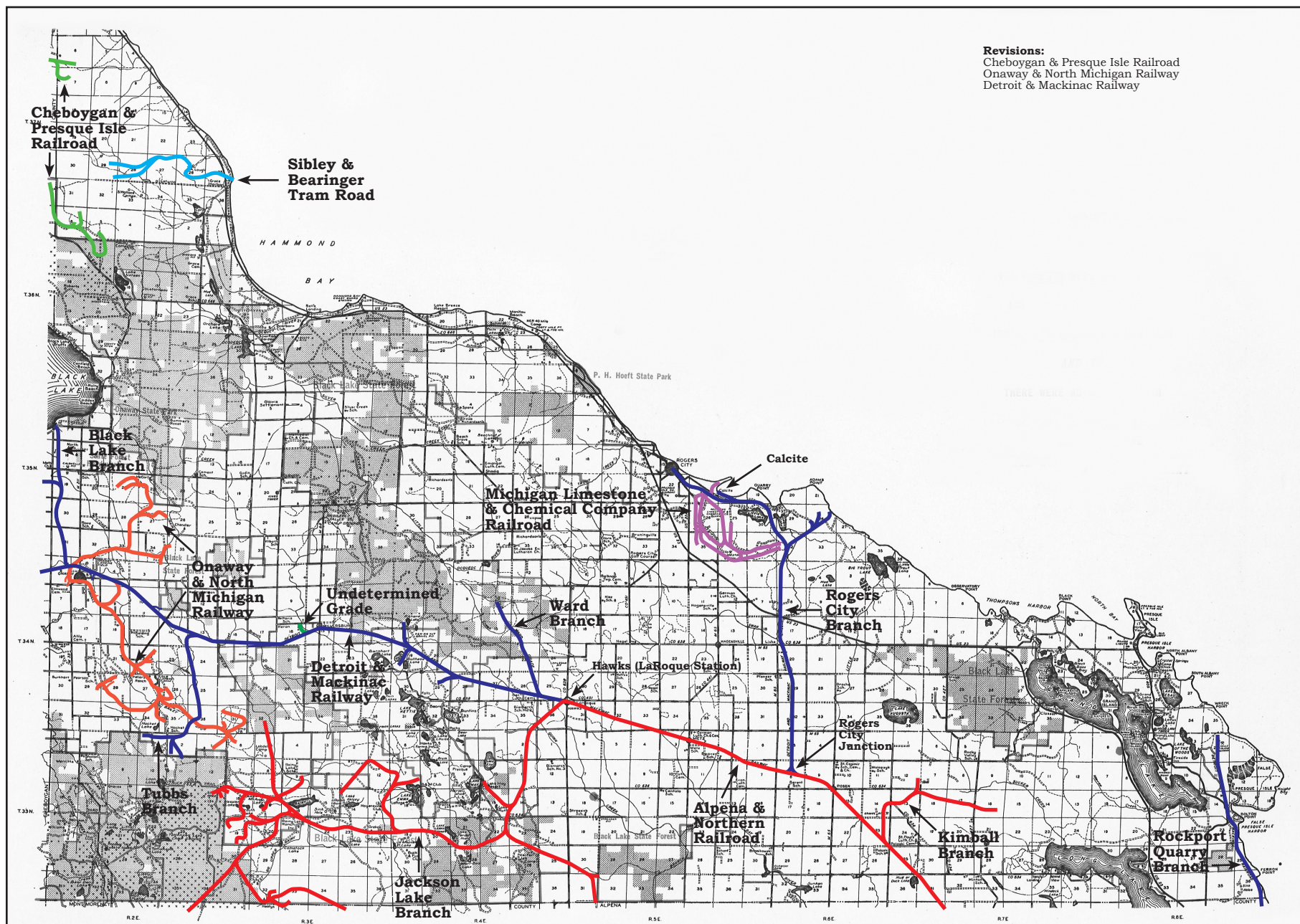
**Revisions:**

Hobart & Manistee River Railroad  
 Olga Branch of GR&I  
 Benson & Everest Tram Road  
 Manistee & Luther Railroad  
 Dennis Brother Salt & Lumber Company Railroad  
 Leroy, Pensessee & Indian Lake Railroad  
 Evert & Osceola Railroad  
 Muskegon River & Rose Lake Railway  
 Undetermined Logging Grade (west of Evert)



# Osceola County Railroads



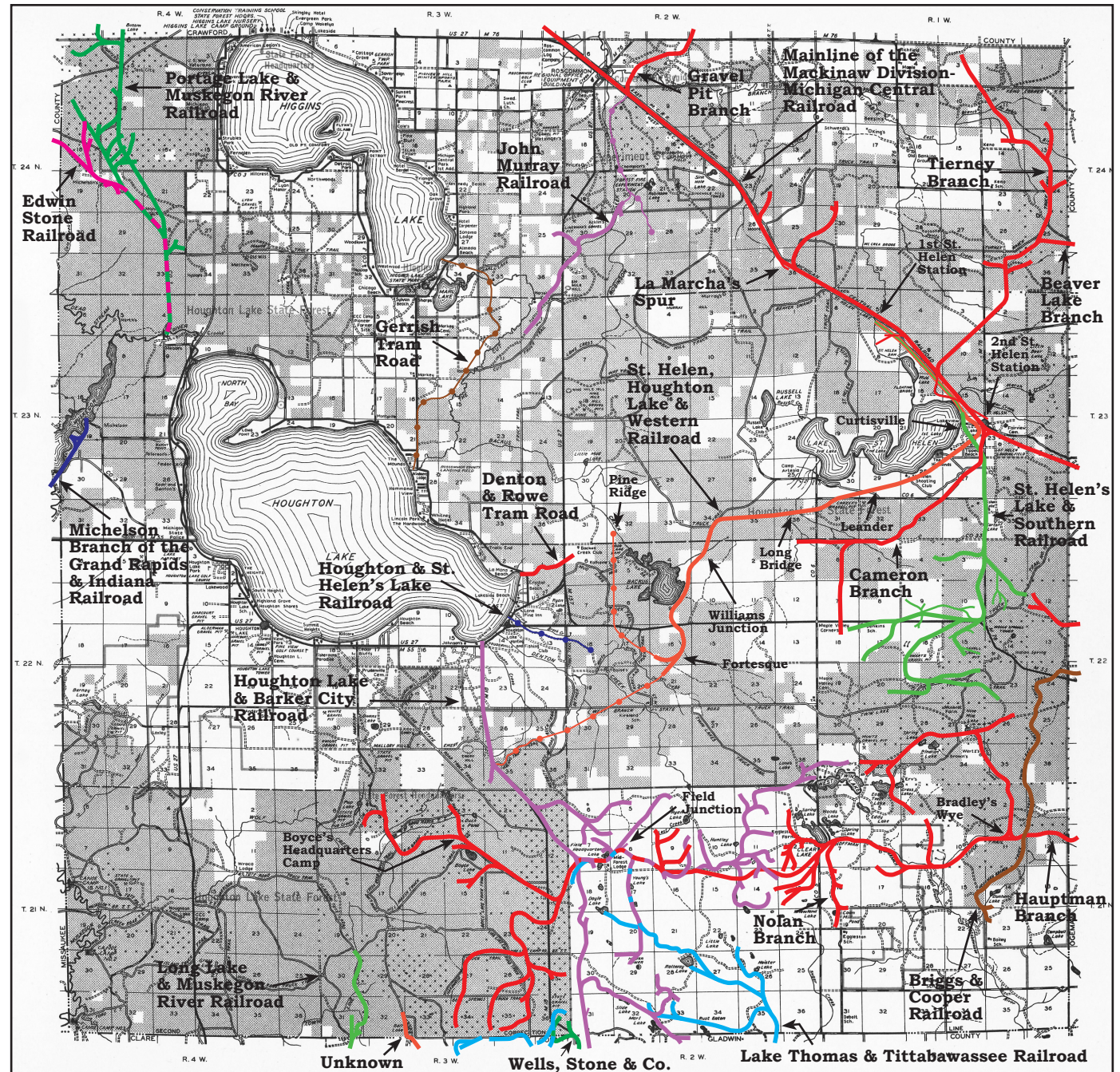


Presque Isle County Railroads



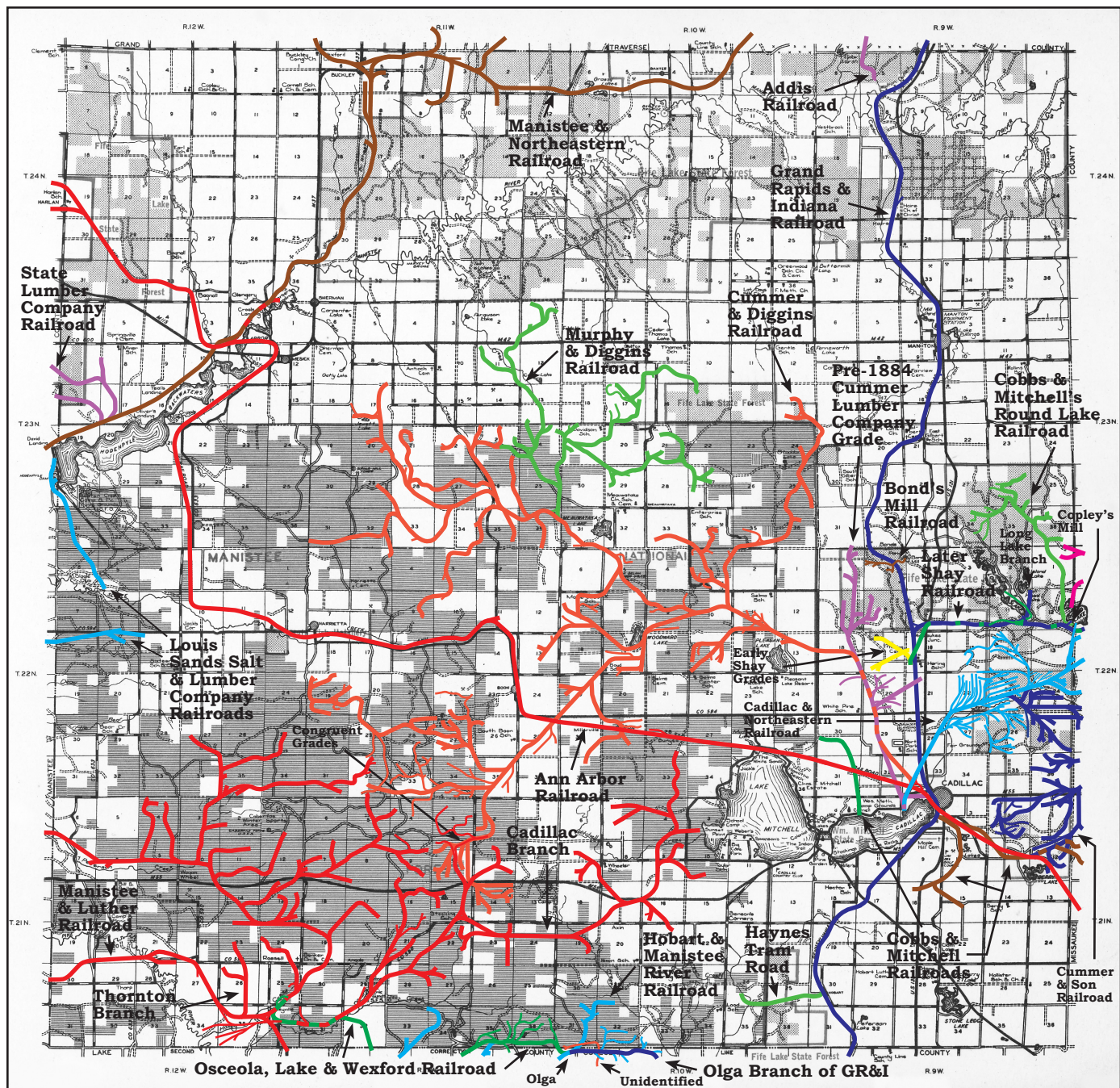
# Revisions:

Edwin Stone Railroad  
 Portage Lake & Muskegon River Railroad  
 Michigan Central Railroad  
 Mackinaw Division  
 St. Helen, Houghton Lake & Western Railroad  
 Briggs & Cooper Railroad  
 Lake Thomas & Tittabawassee Railroad  
 Wells, Stone & Company Railroad  
 Long Lake & Muskegon River Railroad  
 Houghton Lake & Barker City Railroad



Roscommon County Railroads



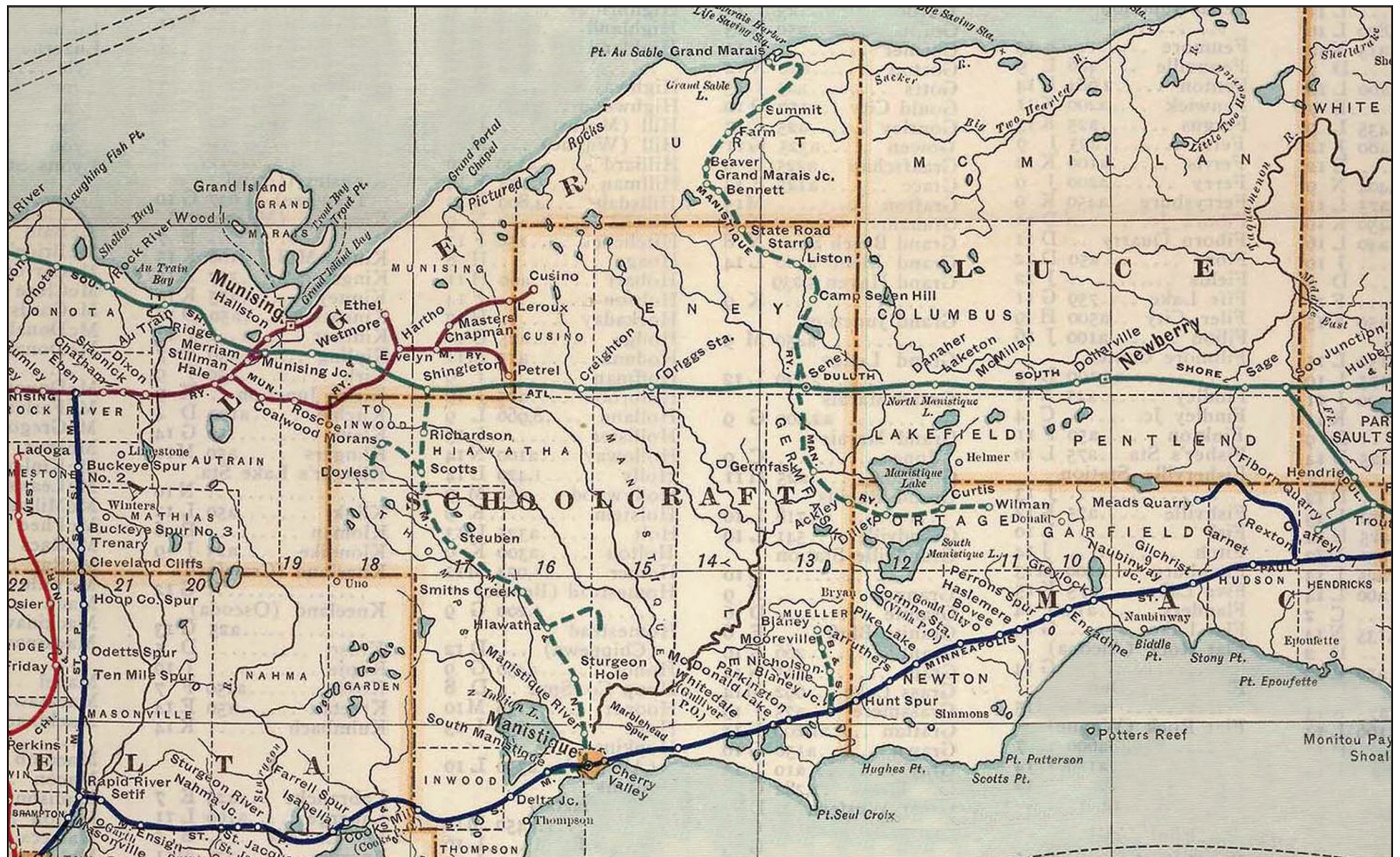


# Revisions:

State Lumber Company Railroad  
 Louis Sands Salt & Lumber Company  
 Manistee & Northeastern Railroad  
 Addis Railroad  
 Murphy & Diggins Railroad  
 Cumber & Diggins Railroad  
 Cumber Lumber Company Railroad  
 Cobbs & Mitchell-Round Lake Railroad  
 Bond's Mill Railroad  
 Shay Railroads  
 Cadillac & Northeastern Railroad  
 Cobbs & Mitchell Railroad Southeast of Cadillac  
 Cumber & Son Railroad  
 Hobart & Manistee Railroad  
 Osceola, Lake & Wexford Railroad  
 Manistee & Luther Railroad

Wexford County Railroads





Part of Official Railroad Map Showing Steam and Electric Lines of the State of Michigan Compiled by the Authority and Under the Supervision of the Michigan Railroad Commission January 1908 from Archives of Michigan

